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# The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR. — The  
closing rate of the dollar on  
demand, to-day was 1/6 13/16.

No. 27,394 HONG KONG, THURSDAY, JANUARY 23, 1930.

PRICE \$3.00 Per Month.

There are Spectacles and  
Spectacles ..... but What  
A Difference in Quality.....  
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opticians, but in Hong Kong, only one  
European optician who measures up  
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men in every corner of the world re-  
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The Optician.  
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Registered Optometrist (Canada).

## PREMIER WARNS THE WORLD

GREAT BRITAIN MAY BE  
FORCED TO EXPAND

## A GLOOMY PICTURE

DANGERS OF COMPETITION IF  
CONFERENCE FAILED

London, Yesterday.  
Mr. MacDonald broadcast from Downing Street a speech to America, which was not broadcast at Home, chiefly stressing Great Britain's continuous disarmament of all services since the war, and declaring that Britain alone could not reduce further.  
The Premier added, "How much farther we can travel along this road of reduction depends on the decision of those in the conference with us who are willing to limit and reduce and tread the path of disarmament along with us. We cannot go much further ahead alone; indeed, if we cannot get agreement we may not be forced to expand. Mr. L. Stimson put the position most admirably before he left Washington when he said that too little means of defence gives a nation a feeling of insecurity, while too much gives its neighbours a feeling of insecurity. What constitutes the tremendous gravity of our deliberations is that the alternative to limitation is competitive building, and the end of competitive building is war.—Reuter and British Wireless Service.

## DELICATE HANDLING REQUIRED

Rugby, Yesterday.  
The Five Power Naval Conference begins actual business to-morrow morning, when all the delegations will meet in full session at St. James's Palace. It is anticipated that at this sitting each delegation will make a brief, plain statement of its position.  
To-day there was much activity at the headquarters of the different delegations and a general interchange of visits between the chiefs.

At Downing Street the Prime Minister began a busy day with the usual weekly Cabinet Council which took place an hour earlier than is customary. Immediately afterwards he was present there at a meeting between the French and British delegations, which Colonel Ralston, the Canadian delegate, also attended. The purpose of this gathering was to review the points raised by the French and British Governments in their published memoranda of December 20 and January 10. It was found that certain points needed further elucidation and it was agreed to consider these points at a further meeting next Friday.

In the afternoon the Premier proceeded to the House of Commons, where he remained during question time, after which he was visited by Signor Grandi, with whom he had a general discussion on conference business. This evening he broadcast from his study in Downing Street a message which was sent by a short wave station 53W and relayed throughout the United States. A little later he had a further conversation with the chief Japanese delegate, Mr. Wakatsuki.

### MESSAGE TO AMERICA

The Premier in his broadcast message to United States said: "Before the conference started the delegations had been discussing their differences and we are hard at that now. If it were a matter of two or three delegations, the differences might be adjusted in open conference, but when there are five, many exchanges of views are required and a delicate handling has to be adopted. The preliminaries for agreement must therefore be conducted to a great extent between separate delegations and can be openly debated only after there is a thorough preliminary understanding amongst the countries affected."

Although I feel sure agreement will be come to, I should like to warn all my hearers that there are many difficulties in the way. The question is, how far can we all go together? Some of us are willing to go further than others in certain directions, but not as far in others. Some of us make proposals for reductions which do not suit others, and they in turn make proposals which are similarly rejected.  
It is not ill-will; it is the problem of adjustment. We shall strive to bring to the lowest common level all programmes of the various countries so that two things will happen. Firstly, there

will be no more competition between us in building ships, and secondly, the programme will be reduced to the very lowest possible level, and then, within a few years, say five or six, we shall be in a position to make still further reductions. Thus we shall reach disarmament and secured peace."

### FREQUENT NAVY CUTS

In the case of the Navy we have not waited for this conference. The position in the British Empire in December, 1929, compared with August, 1914, presents a remarkable contrast which deserves to be pondered by those who speak lightly of the British contribution to naval disarmament. Here are the facts. Capital ships August, 1914, were 69, and in December, 1929, twenty. Cruisers with guns of eight inch and above, on August, 1914, were 27, and in December, 1929, eleven. Cruisers under eight inch guns in August, 1914, were 81, and in December, 1929, forty-three. Submarines in August, 1914, were 74, and in December, 1929, fifty-three. These few figures are more eloquent than columns of speeches.

### DEPLETED AIR FORCE

As regards the Air Force, before the War the air services of the world were just struggling into existence and no comparison therefore can be made between their strength to-day and in 1914. In the course of the War, however, Great Britain built up a huge, powerful force, which, by the time of the Armistice, comprised no less than 8,500 first line machines, with a personnel of nearly 300,000 strong behind them. We were, in fact, at the point to create the strongest air force in the world. After the War this powerful weapon was virtually scrapped and to-day the first line strength of the Royal Air Force on a comparable basis is no more than 775 machines, with a personnel of 81,000, and the air force of other great Powers far outnumber us. Could there be a more striking evidence of the will

## LOCAL STEAMER WRECKED

S.S. MAN HING COMES TO GRIEF  
IN RIVER DELTA

TWO VESSELS TO THE RESCUE

Another local steamer has come to grief according to reports brought back to the owners by some of the survivors, but it is not yet known whether the disaster involved the loss of any lives.  
The ill-fated ship this time is the steamship Man Hing owned by a Chinese syndicate in Hong Kong. She was on the Hong Kong-Wuchow run for many years. She was formerly known as the Wing Hung; under British registry.

The Man Hing left Wuchow for Hong Kong and after leaving Samshui at 6.45 p.m. on January 21, with a general cargo and about 150 passengers, she ran aground at a place commonly known to the Chinese as Koo Lo, which is a significant landmark, having a temple on the hillside.  
The Man Hing began to ship water and later her stern was submerged, with the bow piled well up on shore.

Rockets and distress signals were sent up, and the first vessel to go to the rescue was the Chinese steamship Man On, who took off some of the passengers and cargo. Later the British ship Kwong Hung, in command of Capt. Chan Kwong-ying, arrived at the scene of the wreck. She also took some of the passengers and four members of the crew and brought them back to the Colony last night to make a report to the owners.

The ill-fated Man Hing is a wooden vessel and some time ago she was concerned with an incident with a Chinese revenue cruiser. She was subsequently fined at Canton and then released. Since then she had been on the run under the Portuguese flag. Her Captain is a Portuguese as well as are two other officers.

to peace in the British people?—  
British Wireless Service.

### DELEGATION BUSY

Immediately after conferring with Mr. Ramsay MacDonald at Downing Street, Mr. H. L. Stimson called on the Japanese delegation. It is declared that the delegations are still busily occupied, chiefly concerning the matters of procedure for their discussions, which will be continued this evening. The American quarters state that much useful work was accomplished at the meeting last night.  
Owing to the limited accommodation of the conference room in St. James Palace, each delegation has been asked to send no more than fifteen persons on each occasion of a full meeting of the conference, including technical advisers and members of the secretariat.—Reuter.

### EARLIER CABLES

Although it is recognised that the problems which the Naval Conference has to face are numerous and complicated, it is everywhere agreed that yesterday's plenary session gave it a most auspicious start.

The King's speech, and the speeches of all delegates showed that the governments represented unanimously recognised that World opinion demands of them progress towards disarmament. There was implicit in every speech a determination to reach an agreement which marks progress towards this goal.

The delegates will begin their joint discussions at St. James' Palace to-morrow morning. To-day is being devoted to establishing further contacts and informal conversations upon points which will come before the Conference.

There is considerable activity of this kind in Downing Street and at different delegation headquarters.—British Wireless Service.

### CONSULTATIONS

London, Yesterday.  
The Cabinet met an hour earlier than usual to permit Mr. Ramsay MacDonald to continue the preliminary work in connection with the Naval Conference. There was much reciprocal consultation between delegates to-day and Mr. MacDonald was very busy receiving them.

Some Dominion Delegates called at No. 10, Downing Street this morning and Mr. MacDonald broadcast at 8 p.m. from Downing Street a short statement on the subject of the conference with special reference to the United States.—Reuter.

## INDIAN SCHOOL PRIZE DAY

GARDENING AS AMUSEMENT  
FOR STUDENTS

THE YEAR'S WORK

"GOD HAD NOT DESPAIRED OF  
SCHOOLS"

Situated in an ideal spot at the Sookumpoo Valley, with the hill as its background, the students of the Ella Kadoorie School for Indians enjoy a rare privilege which is denied to students attending other schools in the Colony. They are also fortunate in having a master who is most enthusiastic in gardening, with the result that a beautiful plot of land has been levelled at the back of the school, and on it many variety of vegetables, fruits, flowers and even coffee are being cultivated.

Thirst for Knowledge  
This morning being the annual prize day of this school, Press men and other visitors were taken over the ground by Mr. A. T. Hamilton, the headmaster, with whom was Mrs. Hamilton, and at the read-

### CLOUDY AND MISTY

To-day's weather report from the Royal Observatory states: The anti-cyclone remains central to the North of the Lower Yangtze Valley but has weakened.  
A depression is central to the North-east of Japan.  
Fresh monsoon will prevail along the S.E. Coast of China and over the N. China Sea.  
Forecast: — N. E. winds; fresh to moderate; cloudy; misty.

Rainfall  
Rainfall since January 1, 0.61 inch, against an average of 0.80 inch.

Temperature and Humidity  
The temperature and humidity at certain specified centres this morning at 6 o'clock were:

|               | Temp. | Humid. |
|---------------|-------|--------|
| Hong Kong     | 56    | 82     |
| Macao         | 48    | 84     |
| Manila        | 68    | 94     |
| Amoy          | 46    | 89     |
| Swatow        | 50    | 88     |
| Chefoo        | 28    | 100    |
| Pratas Island | 67    | 89     |
| Shanghai      | 84    | 85     |

ing of the annual report it was seen that, apart from gardening, which has been made a hobby for the boys, the young Indians showed an extraordinary thirst for knowledge.

Mr. Arculli and Tagore  
The great hall of the school was thronged with pupils and visitors when the annual report of the year's work was read by Mr. Hamilton, after which prizes to the successful candidates at the yearly examination were distributed by Mr. A. el Arculli.  
An interesting and encouraging address to the young pupils were then delivered by Mr. Arculli, who laid emphasis on what the world-famed Indian poet, Tagore, had said of education and the part that children play in it.

### HEAD MASTER'S REPORT

During the year ended December 31, 1929, the school was opened on 223 days. The maximum enrolment for the year was 131 an increase of 14 over last year. The average attendance was 120.

I took over charge on February 25. There have been no other changes in the staff. During the year Mr. Mir Alim Khan was on leave from March to October.

Discipline  
The discipline continues to be satisfactory. This may be attributed to some extent to our system of prefects, a system that has worked well since it was introduced. Corporal punishment is scarcely ever inflicted.

Studies  
At the annual examination 120 boys were examined and of that number 115 passed or nearly 96 per cent. It is very satisfactory to be able to report on the general standard of all the written papers a feature which may be traced to the introduction of Print Script Writing a few years ago. I feel safe in saying that the younger boys find it much easier than the ordinary handwriting. It is neater and more pleasing to the eye and

## LADY LAMPSON

Condition Reported to  
Be Serious

SIR M. LAMPSON ARRIVES

The China Mail learned about 1 p.m. to-day that the condition of Lady Lampson, who is in the French Hospital suffering from meningitis, is very serious indeed.

It appears that on the voyage from Shanghai on the s.s. Antenor, she was taken ill with a high temperature, being unable to leave her cabin. On arrival in Hong Kong Lady Clementi at once visited her, but the patient was unable to converse. Dr. Black was summoned and ordered her removal to the French Hospital where he has been in close consultation with Dr. Gerrard, of the University. Yesterday her condition was slightly more hopeful, but this morning the news was not so good.

Sir Miles Lampson arrived by H.M.S. Serapis this afternoon at 2.15 and immediately proceeded to the French Hospital.

Sir Miles, who will be the guest of His Excellency Major-General Sandilands at Headquarters Command, is accompanied to the Colony by Mr. Sterndale Bennett and his office staff.

### PLAYING GROUNDS

The China Mail learns that the report of the Committee on Playing Grounds, appointed some months ago by His Excellency the Governor, has been completed and will be published as a Sessional Paper at an early date.

### OPIMUM COMMISSION

The members of the Opium Commission of the League of Nations are at present visiting Macao, after which they will visit Canton and thence return to Hong Kong.

at the same time sets them a standard of neatness which reacts on other subjects.

### Sports

We are very fortunate in being so situated that the boys have every facility to indulge in various forms of sport and it is most gratifying to be able to report that full advantage is taken of these facilities. Cricket and football are undoubtedly the favourite games and the inter-class rivalry is very keen. As an indoor game ping pong is much played. At the annual Athletic Sports held a few days ago we had a very successful gathering. A very pleasing feature in this connection is the interest taken by old boys some of whom have the welfare of the school so much at heart that they are willing to come along and help in coaching the boys in their various games.

### Health

The general health of the school is very good indeed, there being no serious cases of illness during the year. Physical drill is taken every morning and this I am sure has a most beneficial effect on the health of the boys. The Medical Officer for Schools visited us twice during the year and I take the opportunity of thanking her for the interest she takes in the boys and for the valuable advice she is only too willing to give at all times. Our thanks are also due to Mr. M. A. Khan, one of our own staff, and an officer of the St. John Ambulance Brigade for the trouble he took in vaccinating all the boys in the school last October.

Library  
The library is well patronised by the boys of all classes. A few additions were made during the year but we find great difficulty in getting suitable books for the very young boys.

### Garden

The school garden continues to be a source of interest. Any credit in this respect belongs to Mr. Bishen Singh who must feel justly proud of his success as an amateur gardener when from time to time he distributes the produce of the garden among the staff, the boys and friends of the school. In this connection our thanks are also due to Mr. A. R. Sutherland, Inspector of Schools, and a former head master of this school, who still takes a very keen interest in our welfare and who at different times supplies us with seeds for the garden.

(Continued on Page 6.)

## MR. BREWER'S ADDRESS

IMPORTANCE OF A JUROR'S  
QUESTION

SIGNING FORMS

DIRECTORS AND INTERESTS OF  
THE BANK

The jury's verdict on the first count in the trial of Mr. Noel Instone Brewer, barrister-at-law and hitherto President of the Instone Banking Corporation, is expected this afternoon.

After the lunch adjournment to-day, the fourth day, the Puisne Judge summed up. This morning Mr. Brewer, who is conducting his own defence, made his final address (in this trial) to the jury, lasting over an hour and a half. Then Mr. Somerset Fitzroy (Assistant Attorney-General) replied for the Crown.

Mr. Brewer said he was indebted to the foreman (Mr. G. G. Stopani-

### INTIMATION TO JURORS

Jurors other than those empanelled for the trial of the first count in Mr. Brewer's trial who have been attending the Supreme Court every morning, were informed by the Puisne Judge to-day that they would not be required until notified by the Registrar.

Normally, the Puisne Judge does not sit in criminal jurisdiction on Fridays and Saturdays. The next available dates would, therefore, be Monday and Tuesday, January 27 and 28, after which a postponement—assuming the proceedings will continue—will be necessary until after the China New Year holidays on Monday, February 3.

It is felt that Monday, Tuesday and Wednesday next may not be utilised, in which event the interval will be of about ten days' duration.

The judge concluded his summing up this afternoon in 35 minutes and the jury retired at 2.40.

### The Verdict

The jury returned after 65 minutes with a unanimous verdict of "Guilty."

His Lordship reserved sentence, but informed Mr. Brewer that he was no longer on bail.

Thomson) for a question which led to his (Mr. Brewer's) realisation of a factor which had escaped him. "How did you persuade the Directors to sign these forms?" he had been asked, said Mr. Brewer. At the time he did not appreciate the thought behind the query. It was a point which had escaped both sides and which the foreman had picked out from a mass of detail.

"My argument," Mr. Brewer added, "to the Directors was that if (the policy he advocated for the Bank as regards its capital) would materially benefit the Bank if the shareholders were treated in this manner, and also that I did not desire a large amount of cash without a qualified banking manager."

### "FOR THE SAKE OF FACE"

But were the Directors actuated by a desire for a fully paid-up capital "for the sake of face," Mr. Brewer asked, or did they merely wish to produce an artificial increase of capital receipts? "The swelling of the cash receipts was essentially a by-product and by no means the essence of the transaction," he replied.

The Directors have stated a definite reason why they wanted this plan adopted. It is more reasonable to think that they were actuated more by enthusiasm for the interests of the Bank than by a desire to swell the capital receipts at the expense of their own possible loss (through their promissory notes).

Referring, then, to Mrs. Brewer's position, Mr. Brewer argued that "she could have been stripped (by the Bank) of all she possessed, execution could have been levied and, under the present Hong Kong laws, she could have been sent to gaol for debt."

### JUDGE DISAGREES

Interposing, his Lordship (Mr. Justice Wood) observed: I did not disagree with you before (in regard to Mrs. Brewer's possible position) but that is not so.

Mr. Brewer: I think there can

## GENERAL CHAN MING-SHU

ARRIVES HERE BY SPECIAL  
TRAIN

A DISTINGUISHED PARTY

H.E. the Chairman of the Kwangtung Provincial Government, General Chan Ming-shu, arrived in Hong Kong to-day on an unofficial visit to bid Sir Cecil Clementi and Lady Clementi farewell and to attend the launching of the British s.s. "Tainan."

A special train of two coaches left Taisaihan early this morning with a military escort which was dismissed at Samshan, on the New Territories frontier. Four bodyguards accompanied General Chan to Kowloon.

### Welcome at Station

At the station were Captain F. G. Sillitoe, R.M., Aide-de-Camp to H.E. the Governor, the Hon. Dr. R. H. Kewell, C.M.G., LL.D., the Hon. Dr. S. W. Tso, O.B.E., LL.D., Mr. Mok Kung-sang (Comptroller, Messrs. Butterfield and Swire), Mr. Woo Hay-tung (Chinese Shipping Office, Messrs. Butterfield and Swire), many other prominent Chinese residents, and Mr. Chau Man-chor (Manager, Central Bank of China, Canton).

Mr. W. La Bari Sparrow, Assistant Superintendent, Divisional Inspector J. Ogg, and Det. Sub-Inspector A. J. W. Dprling were in charge of the Police arrangements.  
Indian and Chinese constables lined Salisbury Road from the Railway Station to the Peninsula Hotel and a large batch of detectives mingled with the onlookers.

### Echo of Hotel Fire

Looking in excellent health as he stepped off the train at 11.25 a.m., General Chan was dressed in a European style of clothes with an overcoat. He still showed signs of a slight limp as the result of his injury received when climbing down the wall of the Wing Edward Hotel, Hong Kong, following the disastrous fire last March, after which he spent some time in the Government Civil Hospital.

Also in the party were Mrs. Chan Ming-shu, General Ma-Yung Kuei (Chief of Police) and Mr. An-Yang Kuei, Mr. Lam Wan-kol (Mayor), Mr. Chan Chak, Mrs. Leung Chik-wai, Mr. Mak Ying-tsun (Special Extradition Officer for Canton, who is stationed in Hong Kong), and two of General Chan's secretaries.

General Chan and his party walked to the Peninsula Hotel where he was entertained at lunch by Mr. Mok Kung-sang.

### At Government House

Subsequently he proceeded to Government House to call on H.E. the Governor and Lady Clementi. Later he went to Talkoo Dockyard, Quarry Bay, to attend the launching of the s.s. "Tainan."

There will be about 100 guests at Government House to-night, when General Chan and his party will be entertained at dinner.

General Chan leaves to-night on the s.s. "Fatsan" for Canton.

be imprisonment for debt . . .  
His Lordship: You may take it from me that it is not so.

At a later stage Mr. Brewer spoke of "a man without property" and asked if he would be right in saying that such a man could, under the circumstances, be imprisoned for debt.

His Lordship replied, in reference to his previous remark: I was speaking of a married woman.

### MR. UDY'S EVIDENCE

Continuing, Mr. Brewer said that the evidence of Mr. Udy was very important. He was a man of great value. "I say that Mr. Udy was sent from Heaven," Mr. Brewer went on, and added that what he had said was not said in a loose manner.

Mr. Brewer recapitulated the evidence given by Mr. Udy and stressed the point that Mr. Udy had agreed with him that if he had to produce a statutory report, he would have done it in substantially the same way.

### APPEAL TO JURY

He concluded by reminding the jury that one word from them would deprive him of everything—name, reputation and liberty. The jury must not come to a decision hastily. To them it might be a small thing, but to him everything depended on the outcome of the case.

Mr. Brewer stated: "I maintain that I have been honest and conscientious. I have not at any time endeavoured to further my own interests at the expense of another. I have never at any time defrauded or tried to defraud anyone. I am not a criminal and it is to you, and you alone, I can look for delivery from this charge."

(Continued on Page 6.)



HONG KONG AND SHANGHAI  
BANKING CORPORATION.

Authorized Capital ..... \$50,000,000  
 Paid-up Capital ..... \$30,000,000  
 Reserve Fund ..... \$20,000,000  
 Reserve Liability of Proprietors ..... \$30,000,000

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 H. H. Compton, Esq., T. H. Pearce, Esq.,  
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A. O. HYNES, Chief Manager.  
 Hong Kong, 15th September, 1927.

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Capital (fully paid-up) Yen 100,000,000  
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ALOR STAR, KUALA LUMPUR  
 AMOY, KUALA LUMPUR  
 ANGIK, KUALA LUMPUR  
 BANGKOK, KUALA LUMPUR  
 BATAVIA, KUALA LUMPUR  
 BOMBAY, KUALA LUMPUR  
 CANTON, KUALA LUMPUR  
 CEBU, KUALA LUMPUR  
 CHANGHAI, KUALA LUMPUR  
 HANKOW, KUALA LUMPUR  
 HONG KONG, KUALA LUMPUR  
 KOWLOON, KUALA LUMPUR  
 MANILA, KUALA LUMPUR  
 PEKING, KUALA LUMPUR  
 SHANGHAI, KUALA LUMPUR  
 SINGAPORE, KUALA LUMPUR  
 SOERABAYA, KUALA LUMPUR  
 SWATOW, KUALA LUMPUR  
 TIENTSIN, KUALA LUMPUR  
 YOKOHAMA, KUALA LUMPUR

Foreign Exchange and General  
 Banking business transacted.  
 Current Accounts opened and Fixed  
 Deposits received for 1 year or  
 shorter periods at rates which will  
 be quoted on application.  
 A. H. FERGUSON, Manager.  
 Hong Kong, 8th January, 1929.

## THE HO HONG BANK, LTD.

(Established 1917).

## CAPITAL.

Authorized ..... \$20,000,000  
 Issued ..... 8,000,000  
 Paid-up ..... 4,000,000  
 Reserve Liabilities of ..... 4,000,000

## HEAD OFFICES: SINGAPORE.

Branches, Agencies and Correspondents  
 in the principal cities of the  
 world.  
 Every description of Banking and  
 Exchange business transacted.  
 TAN ENG HOOI, Manager.  
 Hong Kong, 16th May, 1929.

## THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO)

## HEAD OFFICE: Taipei, FORMOSA.

Incorporated by Special Imperial  
 Charter, 1899.

## Central Bank in FORMOSA.

Back Notes issued: Average amount, Yen 40,000,000.  
 BRANCHES AND AGENCIES:  
 JAPAN—Tokyo, Yokohama, Kobe, Osaka.  
 YOKOHAMA—Yokohama, Kobe, Osaka.  
 CHINA—Peking, Tientsin, Hankow, Shanghai, Canton.  
 HONG KONG—Hong Kong.  
 FORMOSA—Taipei, Keelung, Keelung, Keelung.  
 LONDON—London.  
 THE Bank has Correspondents in all the principal  
 Commercial Centres throughout the world.  
 HONG KONG BRANCH:  
 1, Lee Yee Yee Road Central.  
 Hong Kong, 15th January, 1929.

## THE BANK OF CANTON, LTD.

Established 1912.  
 Head Office: Hong Kong.

## Authorized Capital (H.K. Currency) ..... \$11,000,000

Paid-up Capital ..... \$5,500,000  
 Reserve Fund ..... \$5,500,000

## BRANCHES:

Canton, Shanghai, Hankow, Swatow,  
 Hong Kong, New York and San Francisco.  
 LONDON BRANCH:  
 The City of London.  
 In all principal cities of the world.  
 Every description of Banking and  
 Exchange business transacted.  
 State Deposit Boxes (various sizes) at a yearly  
 rental of from \$5 to \$50.  
 LOOK POONG SHAN, Chief Manager.  
 Hong Kong, 19th February, 1927.

## THE BANK OF CHINA.

行銀國中

(Specially Authorized by Presidential  
 Mandate of the Republic of China  
 on the 22nd of November, 1917.)

## Authorized Capital ..... \$60,000,000.00

Paid-up Capital ..... \$32,738,000.00  
 Reserve Fund ..... \$27,262,000.00

## HEAD OFFICE: PEKING.

## HONG KONG BRANCH:

4, Queen's Road Central.  
 Branches and Sub-branches all over  
 China and Correspondents in Europe,  
 America and other parts of the world.  
 London Bankers: The National  
 Provincial and Union Bank of Eng-  
 land, Ltd.  
 The Guaranty Trust Company of  
 New York.  
 New York Bankers: The Irving  
 National Bank.  
 The Equitable Trust Company of  
 New York.  
 Interest allowed on Current Accounts  
 and Fixed Deposits. Terms on  
 application.  
 Every description of Banking Business  
 transacted.  
 Loans granted on approved security.  
 Special facilities for Home Ex-  
 change.  
 SHOU J. CHEN, Manager.

## STANDARD TIMES

Sunrise and Sunset in  
Colony

Sunrise and Sunset in Hong  
 Kong for January (Standard time  
 of the 12th Meridian, East of  
 Greenwich), are as follow:—

January

23 ..... 7.05 a.m. 6.05 p.m.  
 24 ..... 7.05 ..... 6.05  
 25 ..... 7.05 ..... 6.07  
 26 ..... 7.04 ..... 6.08  
 27 ..... 7.04 ..... 6.09  
 28 ..... 7.04 ..... 6.10  
 29 ..... 7.04 ..... 6.10  
 30 ..... 7.03 ..... 6.10  
 31 ..... 7.03 ..... 6.11

## SPINNERS' LEVY

Reduction of Twopence  
Per 500 Lb. Bale

London, Yesterday.

The executive committee of the  
 Empire Cotton Growing Corpora-  
 tion has decided to reduce the rate  
 of the spinners' levy from three-  
 pence to a penny per 500 pound bale  
 from July 18, 1930. It is not ex-  
 pected that the smaller income will  
 provide for the whole of the ex-  
 penditure, but any deficit will be  
 met from reserves.—Renter.

## BRITISH TRADE

Review at Midland Bank  
Meeting.

## HOPEFUL SIGNS

London, Yesterday.

The Right Hon. Reginald Mc-  
 Kenna presiding at the annual  
 meeting of the Midland Bank, said  
 that the developments of trade and  
 industry had not justified the ex-  
 pectations of the beginning of 1929.

It was impossible to view exist-  
 ing conditions with satisfaction but  
 what was most hopeful, however,  
 was that adversity was stimulating  
 efforts to reorganise and improve  
 the industrial structure of Britain.

He did not doubt that we should  
 emerge from this testing period  
 with improved efficiency and more  
 productive and more economical  
 machinery.

Mr. McKenna mentioned that he  
 was appointed a member of the  
 Government committee to investi-  
 gate the scientific use of credit for  
 the purpose of the expansion of  
 trade.—Renter.

## THE OIL OUTLOOK

## Some Fallacious Views on Production

## WASTE OF ENERGY

## Danger of Excess Over Consumption

## HIGH PRICES

## "EASY" TIMES

Although common sense would lead us during a time of  
 threatened or actual over-production to expend our time and money  
 (even vast sums of money) in creating for the benefit of ourselves,  
 and certainly also of mankind in general, new outlets for oil, we are  
 forced instead by strenuous competition to produce oil in  
 excess of the world's needs, declared Sir Henry Deterding, Director-  
 General of the Royal Dutch Petroleum Co., in an address given  
 before the American Petroleum Institute, Chicago. And to concen-  
 trate at any rate so far as the big companies are concerned, upon  
 creating duplications of facilities and wasting our energy, and to a  
 large extent our cash, in creating such duplications, in spite of the  
 fact that such duplications cannot create one single ounce of addi-  
 tional consumption.

Too many of the new-comers in  
 the industry (unfortunately for a  
 great part consisting of govern-  
 mental bodies) think that we are  
 still living in those comparatively  
 "easy" times when "big" money in  
 the oil industry was made in dis-  
 tributing the products, and the in-  
 dividual driller-producer and the  
 bigger well-owner producer was left  
 to get as much for his oil as the  
 distributor would allow him.

Times Fundamentally Changed.  
 Times have changed and, what is  
 better, fundamentally changed.

True, there are still those who think  
 that such times may come back  
 again, but beyond the end of sum-  
 mer times, when we put our clocks  
 back one hour only, is there, es-  
 pecially in the oil industry, any  
 chance of setting the clock back?

On the contrary, we have to go  
 ahead faster than ever if we do not  
 want to be left behind in the race  
 for perfection, and what may appear  
 as perfection to-day is going to give  
 place to a very much higher  
 standard in a few years to come.

We are living in the age of co-  
 operation, and not only as the man  
 in the street thinks of it, that is, in  
 terms of co-operative stores, but in  
 the sense of a very much higher set  
 of co-operative aim based on the fact  
 that all industries are becoming  
 visibly (as they always have been  
 logically but too silently) inter-  
 dependent.

In this way the oil producer very  
 quickly is becoming the "producing  
 department," the oil refiner the  
 "refining department," the pipelines,  
 shipping, receiving installations and  
 even the ocean-going fleets them-  
 selves representing the "forwarding  
 department." These departments,  
 which may be termed the "spending  
 department," will be fed by the  
 "collecting department" or the  
 department supplying the public.

The idea that it might be possible  
 that this "collecting department"  
 could be some government, or com-  
 bination of buyers, who will dictate  
 to the producer the minimum with  
 which he ought to be content so that  
 he may keep alive, is bound to be  
 short-lived because it is entirely  
 illogical. Apart from the fact that  
 producers in the different countries  
 are by no means agreed, and never  
 will be, as to how much is needed

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 visibly (as they always have been  
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In this way the oil producer very  
 quickly is becoming the "producing  
 department," the oil refiner the  
 "refining department," the pipelines,  
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 selves representing the "forwarding  
 department." These departments,  
 which may be termed the "spending  
 department," will be fed by the  
 "collecting department" or the  
 department supplying the public.

The idea that it might be possible  
 that this "collecting department"  
 could be some government, or com-  
 bination of buyers, who will dictate  
 to the producer the minimum with  
 which he ought to be content so that  
 he may keep alive, is bound to be  
 short-lived because it is entirely  
 illogical. Apart from the fact that  
 producers in the different countries  
 are by no means agreed, and never  
 will be, as to how much is needed

for living, the whole idea is the  
 opposite of common sense at the  
 present time, quite apart from the  
 fact that unless the producer is well-  
 fed he will not and cannot extend  
 his operations.

It is just this extension that the  
 ever-increasing number of consum-  
 ers require, as the consumer's chief  
 concern is that the producer should  
 give him security of supply so that  
 he also may expand on a sound  
 basis, being sure of larger supplies  
 when he requires them. A poorly  
 fed cow will not keep an increasing  
 family well supplied with good milk.

Wasteful Expenditure  
 Too many of us look entirely at  
 distributing facilities. I do not  
 blame anyone for this, because it  
 is the most apparent; but too many  
 refineries, too many pipelines, etc.,  
 belong to the same family of waste-  
 ful expenditure. And of course  
 when there is over-production at the  
 bottom, too much is piped, too much  
 refined; yes, and even too much  
 shipped. Or do you think that in  
 times of comparatively high tank-  
 steamer freights, it is not wasteful  
 to transport crude oil from one place  
 to another without increasing its  
 chances of entering into consump-  
 tion in some form or other?

This is not academical, but let  
 your imagination dwell for a few  
 moments on the amount of at least  
 \$100,000,000 which have been waste-  
 d in such duplications in Mexico.

During 1920 to 1924, 18 ten-inch  
 and 14 eight-inch pipelines were laid  
 with a transport capacity to Tam-  
 paco of 1,085,000 barrels of oil per  
 day, because in those years there  
 happened to be a daily production of  
 some 400,000 barrels. To-day there  
 are only 93,000 barrels daily pro-  
 duction in that district. I do not  
 think I am exaggerating in saying  
 that Mexico's oil producers, taken  
 as a whole, have to carry the burden  
 of a couple of hundred millions of  
 dollars of capital expenditure on  
 piping and refining with the present  
 daily production of less than 100,000  
 barrels refinable crude (light) in  
 that district.

I do not intend to blame anybody,  
 myself included, for that expendi-  
 ture, (co-operation was banned in  
 those days) but I put this question:  
 "What good did it do to the oil  
 producers, to the consumers, or to  
 that great country of Mexico?"

If that wasteful expenditure had  
 been used (instead of as it is now  
 on scrap iron) in the development  
 of roads or for agricultural develop-  
 ment, do you not think that even  
 from the oil consumption point of  
 view we should have been far better  
 off?

Lack of co-operation is really  
 against everybody's interests, in-  
 cluding the consumer, and still there  
 are countries where the opinion  
 prevails that co-operation should be  
 avoided at any cost as being con-  
 trary to the interests of the common  
 weal.

For the same reason, in some  
 countries oil-producing land is still  
 split up into small plots which are  
 undoubtedly the most wasteful of  
 all methods of producing. This is  
 where the waste begins, and it is  
 impossible to calculate the almost  
 unlimited consequences of this waste  
 on the far future. It is really a  
 crime against civilization.

When in old Austria in 1909 the  
 production rose as compared with  
 1906 from 760,000 tons to 2,050,000  
 tons, refineries were born, like  
 babies. A protective import duty  
 of \$16.50 per ton of crude and re-  
 fined had helped greatly to create  
 this mushroom growth. How can  
 the present day production of that  
 district of less than 700,000 tons  
 per annum support that old-time  
 expenditure?

To-day we see that gradually the  
 producers there are trying to unite  
 in bigger units, but never can the  
 waste in the past be made good.  
 as it is more than doubtful whether  
 the production can ever again be-  
 come what it was in 1909.

Now to return to our "mountains"  
 as the French say. What can we  
 do to avoid such Mexican and Gal-  
 lician disasters here?

Of course they can never be of  
 that magnitude here with so many  
 oil fields scattered in a country to

## HONG KONG MARKET PRODUCE.

## APPROXIMATE RETAIL PRICES.

|                          |     | Jan. 16, June, June, |        |        |                     |      | Jan. 16, June, June, |       |       |
|--------------------------|-----|----------------------|--------|--------|---------------------|------|----------------------|-------|-------|
|                          |     | 1930.                | 1918.  | 1914.  |                     |      | 1930.                | 1918. | 1914. |
| Butcher Meat.            |     | Cts.                 | Cts.   | Cts.   | Poultry.            |      | Cts.                 | Cts.  | Cts.  |
| Beef Sirlon              | 牛尾  | 28                   | 24     | 12     | Chicken             | 雞    | 70                   | 30    | 31    |
| Prime Cut                | 牛尾  | 30                   | 28     | 11     | Capons, Small       | 雞    | 60                   | 28    | 30    |
| Corned                   | 牛肉  | 23                   | 23     | 12     | Capons, Large       | 雞    | 60                   | 28    | 30    |
| Roast                    | 牛肉  | 28                   | 24     | 22     | Duck                | 鴨    | 32                   | 22    | 21    |
| Breast                   | 牛肉  | 24                   | 20     | 18     | Doves               | 鳩    | each                 | 25    | 22    |
| Soup                     | 牛肉  | 24                   | 20     | 18     | Eggs, Hen (cooking) | 雞蛋   | per doz.             | 54    | 18    |
| Steak                    | 牛肉  | 28                   | 24     | 22     | Eggs, Hen (fresh)   | 新鮮雞蛋 | 每打                   | 36    | 25    |
| Steak Sirlon             | 牛柳  | 36                   | 30     | 35     | Powls, Canton       | 沙地南  | lb.                  | 75    | 36    |
| Sausages                 | 牛柳  | 32                   | 26     | 20     | Powls, Hainan       | 海南   | lb.                  | 55    | 35    |
| Bullock's Brains         | 牛腦  | per set              | 15     | 10     | Geese               | 鵞    | 每打                   | 38    | 24    |
| Tongue, fresh            | 牛舌  | each                 | 65     | 50     | Pigeons, Canton     | 鴿    | each                 | 40    | 30    |
| Tongue, corned           | 牛舌  | each                 | 60     | —      | Holchow             | 海口   | 每打                   | 30    | 28    |
| Head                     | 牛頭  | \$1.20               | —      | \$1.20 | Turkeys, Cork       | 火鴨   | lb.                  | 75    | —     |
| Heart                    | 牛心  | lb.                  | 24     | 18     | Turkeys, Hen        | 火鴨   | 每打                   | 55    | 61    |
| Humt, Salt               | 牛心  | each                 | 10     | 10     | Snipe               | 沙山   | pair                 | 22    | —     |
| Feet                     | 牛脚  | each                 | 10     | 10     | Pheasant            | 沙山   | each                 | 22    | —     |
| Kidneys                  | 牛腰  | lb.                  | 24     | 18     | Quail               | 沙山   | 每打                   | 80    | —     |
| Tail                     | 牛尾  | lb.                  | 24     | 18     | Partridges          | 沙山   | —                    | —     | —     |
| Liver                    | 牛肝  | lb.                  | 24     | 18     |                     |      |                      |       |       |
| Tripe                    | 牛肚  | 8                    | 6      | 7      |                     |      |                      |       |       |
| Calves' Head & Feet      | 牛頭  | set                  | \$1.20 | \$1.00 |                     |      |                      |       |       |
| Mutton Chop              | 羊排  | lb.                  | 36     | 28     |                     |      |                      |       |       |
| Leg                      | 羊腿  | lb.                  | 36     | 28     |                     |      |                      |       |       |
| Shoulder                 | 羊肩  | lb.                  | 36     | 24     |                     |      |                      |       |       |
| Saddle                   | 羊鞍  | lb.                  | 43     | —      |                     |      |                      |       |       |
| Pig's Chittings          | 猪肉  | lb.                  | 30     | —      |                     |      |                      |       |       |
| Brains                   | 猪脑  | Per set              | 3      | —      |                     |      |                      |       |       |
| Feet                     | 猪脚  | lb.                  | 15     | 15     |                     |      |                      |       |       |
| Fry                      | 猪什  | lb.                  | 28     | 15     |                     |      |                      |       |       |
| Head                     | 猪头  | lb.                  | 18     | 20     |                     |      |                      |       |       |
| Heart                    | 猪心  | each                 | 15     | 10     |                     |      |                      |       |       |
| Kidneys                  | 猪腰  | lb.                  | 18     | 10     |                     |      |                      |       |       |
| Liver                    | 猪肝  | lb.                  | 48     | 30     |                     |      |                      |       |       |
| Fork Chop                | 猪排  | lb.                  | 35     | 25     |                     |      |                      |       |       |
| Leg                      | 猪腿  | lb.                  | 36     | —      |                     |      |                      |       |       |
| Loins                    | 猪腰  | lb.                  | 40     | 60     |                     |      |                      |       |       |
| Fat or Lard              | 猪油  | lb.                  | 22     | 21     |                     |      |                      |       |       |
| Sheep's Head & Feet      | 羊头  | per set              | 90     | 60     |                     |      |                      |       |       |
| Heart                    | 羊心  | each                 | 12     | 8      |                     |      |                      |       |       |
| Kidneys                  | 羊腰  | lb.                  | 15     | 12     |                     |      |                      |       |       |
| Liver                    | 羊肝  | lb.                  | 40     | 26     |                     |      |                      |       |       |
| Suckling Pigs, to order  | 乳猪  | lb.                  | 25     | 25     |                     |      |                      |       |       |
| Suet, Beef               | 牛油  | lb.                  | 30     | 20     |                     |      |                      |       |       |
| Mutton                   | 羊油  | lb.                  | 36     | 26     |                     |      |                      |       |       |
| Veal                     | 猪肉  | lb.                  | 30     | 20     |                     |      |                      |       |       |
| Sausages                 | 猪肉  | lb.                  | 32     | —      |                     |      |                      |       |       |
| No. 1                    | 猪肉  | lb.                  | 28     | —      |                     |      |                      |       |       |
| Fish.                    |     |                      |        |        | Fruits.             |      |                      |       |       |
| Barbel                   | 魚   | lb.                  | 42     | 16     | Almonds             | 杏仁   | lb.                  | 90    | 35    |
| Bream                    | 魚   | lb.                  | 31     | 20     | Apples (California) | 金山蘋果 | 每打                   | 22    | —     |
| Canton Fresh Water       | 淡水魚 | lb.                  | 32     | —      | Bananas (bride's)   | 蕉    | 每打                   | 5     | 4     |
| Carp                     | 魚   | lb.                  | 35     | 18     | Carambola           | 楊桃   | 每打                   | 12    | —     |
| Catfish                  | 魚   | lb.                  | 36     | 16     | Cocnuts             | 椰子   | each                 | 13    | 10    |
| Codfish                  | 魚   | lb.                  | 37     | 12     | Lemons, China       | 檸檬   | lb.                  | 10    | 25    |
| Crabs                    | 魚   | lb.                  | 55     | 16     | Lemons (American)   | 金山檸檬 | each                 | 15    | 8     |
| Cuttle Fish              | 魚   | lb.                  | 35     | 23     | Lichees, Dried      | 荔枝干  | lb.                  | 90    | 25    |
| Dab                      | 魚   | lb.                  | 35     | 16     | Oranges (Canton)    | 新會柑  | 每打                   | 10    | —     |
| Dace                     | 魚   | lb.                  | 42     | 23     | Oranges             | 橙    | 每打                   | 16    | 15    |
| Dog Fish                 | 魚   | lb.                  | 20     | 20     | Pears (Canton)      | 沙梨   | 每打                   | 16    | —     |
| Eels, Conger             | 魚   | lb.                  | 35     | 10     | Peanuts             | 花生   | 每打                   | 13    | 10    |
| Fresh Water              | 水   | lb.                  | 34     | 10     | Persimmons, Large   | 紅柿   | 每打                   | 12    | —     |
| Yellow                   | 水   | lb.                  | 60     | 26     | Plantain            | 大蕉   | each                 | 14    | 12    |
| Frogs                    | 魚   | lb.                  | 60     | 26     | Pumelo, Siam        | 暹羅柚  | lb.                  | 18    | —     |
| Garoupa                  | 魚   | lb.                  | 33     | 20     | Walnuts             | 胡桃   | 每打                   | 45    | —     |
| Gudgeon                  | 魚   | lb.                  | 23     | 40     | Grapes              | 葡萄   | 每打                   | 45    | —     |
| Herrings                 | 魚   | lb.                  | 23     | 22     |                     |      |                      |       |       |
| Halibut                  | 魚   | lb.                  | 30     | 13     |                     |      |                      |       |       |
| Labrus                   | 魚   | lb.                  | 30     | 18     |                     |      |                      |       |       |
| Loach                    | 魚   | lb.                  | 02     | 18     |                     |      |                      |       |       |
| Lobsters                 | 魚   | lb.                  | 70     | 22     |                     |      |                      |       |       |
| Mackerel                 | 魚   | lb.                  | 44     | 32     |                     |      |                      |       |       |
| Monk Fish                | 魚   | lb.                  | 33     | 20     |                     |      |                      |       |       |
| Mullet                   | 魚   | lb.                  | 34     | 13     |                     |      |                      |       |       |
| Oysters                  | 魚   | lb.                  | 37     | 12     |                     |      |                      |       |       |
| Perrot Fish              | 魚   | lb.                  | 34     | 14     |                     |      |                      |       |       |
| Parch                    | 魚   | lb.                  | 40     | 20     |                     |      |                      |       |       |
| Pike                     | 魚   | lb.                  | 41     | 16     |                     |      |                      |       |       |
| Plaice                   | 魚   | lb.                  | 45     | 26     |                     |      |                      |       |       |
| Pomfret, White           | 魚   | lb.                  | 46     | 36     |                     |      |                      |       |       |
| Pomfret, Black           | 魚   | lb.                  | 40     | 36     |                     |      |                      |       |       |
| Prawns                   | 魚   | lb.                  | 67     | 10     |                     |      |                      |       |       |
| Ray                      | 魚   | lb.                  | 22     | 10     |                     |      |                      |       |       |
| Rock Fish                | 魚   | lb.                  | 25     | 13     |                     |      |                      |       |       |
| Roach                    | 魚   | lb.                  | 32     | 22     |                     |      |                      |       |       |
| Salmon                   | 魚   | lb.                  | 40     | 86     |                     |      |                      |       |       |
| Shark                    | 魚   | lb.                  | 20     | 8      |                     |      |                      |       |       |
| Skate                    | 魚   | lb.                  | 21     | 10     |                     |      |                      |       |       |
| Shrimps                  | 魚   | lb.                  | 56     | 32     |                     |      |                      |       |       |
| Snapper                  | 魚   | lb.                  | 45     | 28     |                     |      |                      |       |       |
| Soles                    | 魚   | lb.                  | 42     | 22     |                     |      |                      |       |       |
| Tench                    | 魚   | lb.                  | 85     | 26     |                     |      |                      |       |       |
| Turbot                   | 魚   | lb.                  | 86     | 18     |                     |      |                      |       |       |
| Turbot, small, fr. water | 魚   | lb.                  | 1.20   | 40     |                     |      |                      |       |       |



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## NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.  
From Hong Kong.  
S.S. "DUCHESSA D'AOSTA" Sails hence on or about 25th Jan.  
M.V. "ESQUILINO" Sails on or about 30th January.  
M.V. "COL DI LANA" Sails on or about 18th February.  
M.V. "ROMOLO" Sails on or about 2nd March.

## HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.  
M.V. "HILDA" Sails on or about 25th January.  
M.V. "REMO" Sails on or about 4th February.  
S.S. "DUCHESSA D'AOSTA" Sails on or about 22nd February.  
M.V. "ESQUILINO" Sails on or about 4th March.

## NATAL LINE OF STEAMERS

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Regular Passenger and Cargo Service to South African Ports.  
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
KOREA MARU... Thursday, 6th February.  
SHINYO MARU... Wednesday, 19th February.  
SEATTLE, VICTORIA via Shanghai & Japan Ports.  
IYO MARU... Tuesday, 28th January.  
SIDERIA MARU... Wednesday, 12th February.  
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via  
Singapore, Penang, Colombo, Suez.  
HAKOZAKI MARU... Saturday, 25th January.  
HAKUSAN MARU... Saturday, 8th February.  
SYDNEY & MELBOURNE via Manila & Ports.  
KAGA MARU... Wednesday, 19th February.  
TANGO MARU... Wednesday, 26th March.  
BOMBAY via Singapore, Penang, & Colombo.  
+ YAMAGATA MARU... Tuesday, 28th January.  
+ BENGAL MARU... Friday, 31st January.  
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,  
Mexico & Panama.  
BOKUYO MARU... Monday, 27th January.  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.  
BINGO MARU... Wednesday, 5th February.  
NEW YORK, BOSTON via Panama.  
+ ATAGO MARU... Saturday, 1st February.  
+ KUMA MARU... Thursday, 13th February.  
LIVERPOOL via Port Said, Constantinople, Genoa.  
+ DELAGOA MARU... Monday, 17th February.  
CALCUTTA via Singapore, Penang & Rangoon.  
+ CEYLON MARU... Wednesday, 29th January.  
SHANGHAI, KOBE & YOKOHAMA.  
+ LYONS MARU... Monday, 27th January.  
+ SADO MARU... Thursday, 30th January.  
KANAGAWA MARU (Mojil direct) Friday, 31st January.  
+ Cargo only.

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## O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore  
Colombo, Suez and Port Said.  
GIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,  
Colombo, Durban & Cape Town.  
HAWAII MARU... Tuesday, 25th February.  
BOMBAY—Via Singapore & Colombo.  
+ HONOLULU MARU... Tuesday, 4th February.  
+ (Proceeds to Karachi).  
SHINONOI MARU... Wednesday, 19th February.  
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & NOMBASA—Via Singapore & Colombo.  
CHICAGO MARU... Friday, 7th February.  
CALCUTTA—Via Singapore, Penang & Rangoon.  
SEATTLE MARU... Saturday, 1st February.  
KASADO MARU... Tuesday, 18th February.  
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from  
Shanghai.  
AFRICA MARU (From Shanghai) Sunday, 2nd February.  
MELBOURNE—Via Manila, Brisbane & Sydney.  
HIMALAYA MARU... Friday, 7th February.  
HAIPHONG—Via Hanoi & Peking.  
MENADO MARU... Thursday, 23rd January.  
NEW YORK—Via Japan ports, San Francisco & Panama.  
HAWAII MARU... Saturday, 8th February.  
JAPAN PORTS.  
+ MADRAS MARU... Friday, 24th January.  
+ AMAZON MARU... Saturday, 25th January.  
+ KIELUNG—Via Swatow & Amoy.  
+ HOANG MARU... Sunday, 26th January, Noon.  
+ QANTON MARU... Sunday, 2nd February, Noon.  
TAKAO—Via Swatow & Amoy.  
+ DELA MARU... Thursday, 30th January, 10 a.m.  
+ BATAVIA MARU... Saturday, 8th February.  
For further particulars please apply to—**OSAKA SHOSEN KAISHA**  
Tel. Central No. 488, 489, 490. H. TAKEMOTO, Manager.



## SHIPPING SECTION.

## PRIVATE SHIPPING IN THE STATES

FURTHER DEVELOPMENT UNDER NEW LEGISLATION

## HOW IT HAS GROWN

Summing up the progress that has been made by the Shipping Board in assisting private United States shipping to regain its prestige on the seas by promoting the sale of Government services established since the end of the war, Professor Alfred H. Haag, director of the Shipping Board Bureau of Research, in an address delivered at the annual banquet of the Propeller Club in New York, said:

"In the decade ended 1914 the average carried in United States ships was slightly more than 10 cent. of the total value of our foreign trade, while in the decade ended June 30, 1929, it averaged more than 36 per cent.

"In view of the fact that the value of our total water-borne foreign trade in the decade just concluded has been more than double that of the decade ended with 1914, it is significant that the 26 per cent. gain in the percentage of our foreign trade carried in United States ships involved an advance from an annual average of \$300,000,000 during the decade 1905-1914 to an annual average of \$2,000,000,000 in the decade 1920-1929, an increase of more than 700 per cent. in the value of our commerce carried in United States ships.

"In 1914 there were five United States ships of about 23,000 tons engaged in the carrying trade between the United States and South America. To-day we have 90 ships of 550,000 tons in the same trade. We had one line from the Pacific Coast ports to Asia under the United States flag. To-day we have 140 ships of 1,000,000 tons in the trade with Asia. We had no services to the African Continent in 1914. To-day we have 19 ships of 108,000 tons.

Expansion Over Pre-War Period  
"The trade increases of these areas show a considerable expansion over the pre-war period. The increase with South America over the 1910-1914 period amounts to 200 per cent.; with Asia during the same period 380 per cent.; and with Africa 325 per cent.

"In addition to the increase in the carriage of United States commerce in United States ships, it is obvious that the influx of United States flag service has contributed largely in the expansion of trade with those countries.

"At present the ocean-going United States merchant fleet employed in established lines in foreign and non-contiguous trades consists of 671 vessels of over 3,865,000 gross tons. This shows a 500 per cent. increase in numbers and nearly 550 per cent. in tonnage since 1914. With few exceptions, these vessels are of 2,000 gross tons, and over 60 per cent. of the number and 65 per cent. of the gross tonnage are now under private ownership.

"The enormous tonnage under the jurisdiction of the United States Shipping Board at the peak of its activities has been reduced to the present total of less than 2,500,000 tons, or about 500 ships still remaining under control of the Board, of which 224 vessels of 1,300,000 tons are in active service.

"To what proportion the water-borne foreign commerce of the United States has grown can best be appreciated by stating that during the year 1928 5,100 vessels of 23,000,000 gross tons, flying the flags of 28 countries, transported 1,750,000 passengers and 100,000,000 tons of cargo valued at \$8,000,000,000, passing through 1,600 United States and foreign ports. The combined passenger and freight revenues approximately \$1,000,000,000.

An Economic Fallacy  
"To permit the greater portion of our commerce to be carried in foreign flag ships because it can be carried cheaper has proven conclusively to be an economic fallacy. The United States people apparently realize this, and are determined that the carriage of the greater portion of their commerce must always be controlled by their own ships.

"The legislation of 1928 has brought forth actual contracts for 18 ships, valued at approximately \$68,000,000. The immediate future means more ships, many more than already contracted for, of types and speeds the equal of the world's best, to strengthen present services and develop new ones as required.

"This will react, of course, to the benefit of shipping in all its branches, and will extend to all the arts and industries that produce and manufacture the component parts of ships, with the resulting benefit to our country as a whole."

Another speaker at the banquet was Professor H. L. Seward, of the Yale University School of Engineering. Professor Seward dwelt on the need for engineering training for young men entering the merchant marine service, especially in the operation of modern steam and internal-combustion propulsion plants. He has taken an active part in the recent experiments and installation of pulverized coal burning apparatus on the Shipping Board cargo ships Mercer and West Alsek.

National Organisation Urged  
"That sea consciousness is no longer peculiarly British was declared by Mr. Norman F. Titus, general manager of New York and New Jersey Business Associates, in his address at the banquet.

"The United States," he said, "definitely has turned its face to the sea and resolved to have a great merchant marine."

"Now that U.S. turns again to the sea, she lacks in requisite numbers the trained personnel. It is imperative, therefore, that many of the youth of U.S. be drafted for service in our merchant marine, both afloat and ashore. Our great hope in this business of the sea lies in U.S. adaptability. Any course on which we embark definitely we pursue to the end. Herein lies the explanation of American accomplishments. Hence, the ultimate success of our merchant marine is assured, although this success will depend very largely on our solution of the problems of efficiency and organization.

"Concerning efficiency, it should be recognized that the operating differential of U.S. flag vessels as compared to those of other nations may be largely overcome by U.S. methods based on economy and scientific management. No one questions but that in efficiency U.S. industry leads the world. So conspicuous have American accomplishments become that other nations are imitating us.

"For instance, the recent remarkable developments in German industry have been due to the Americanization of their processes. Might it not be well for shipping executives to take a leaf, or rather several leaves, from the book of experience of their brother executives in industry?

"The second great problem, that of organization, is disclosed by investigation of experience in shipping abroad, especially in Great Britain. In other nations, shipping is thoroughly organized on a national basis, and so is far from being a matter of individual effort.

British Methods Cited  
"In Great Britain, for example, there is thorough organization of welfare work among seamen; there is organized training of personnel; there exist federations to handle labour problems; organizations of owners in special trades and on special routes, or in certain locations; and above all, a most effective national organization of shipowners. It is literally true that organization of British shipping is developed far beyond any stage attained in this country.

"In these shipping issues of efficiency and organization is found a great opportunity for the Propeller Club. An examination of the situation discloses the necessity of focusing attention upon this problem of efficiency, and for laying the basis for organization by enrolling all marine-minded people in a national association.

"No greater service could be rendered the U.S. merchant marine than for the Propeller Club vigorously to organize chapters throughout the country, so that every major port and the principal cities on the inland routes should each have an active branch of the Propeller Club. By this means the hundreds of thousands of marine-minded people in the United States could, by this membership, achieve a medium for the expression of their views on merchant marine policies.

## PASSENGER LISTS

## ARRIVALS

Per s.s. Antenor from Shanghai, January 21:  
Col. Hayley Bell, C. A. Cresswell, R. F. Cave, A. J. Davidson, Gaertner, Helb, R. E. Haefely, H. Hobden, Mrs. J. G. Ildine, Kormatz, Lady Lampson and son, Mr. and Mrs. Lyons, Mrs. S. M. Mayes and two children, Mr. and Mrs. Needham, child and infant, E. M. Olivera, Pirie, O. S. Benbow-Rowe, R. J. White, R. L. Wyllie.

## DEPARTURES

Per s.s. Tenyo Maru for San Francisco and Los Angeles on January 22:  
C. Holden, W. O. A. McNeice, Mr. and Mrs. L. H. Rawson, Mrs. Alex. Whyte, Miss F. Chikuma, R. W. Lee Jones, J. A. Pierson, F. Kindermann, Miss P. Johnston, W. S. Czerniewski, Dr. V. Bergere, R. Kormani, S. Mori, Mr. Lehmann, T. Moriyama, M. Matsumoto, S. Tokura, S. Fujimura, Matoomal Hasomal, Mr. and Mrs. M. Makino, J. L. Fleming, Mr. and Mrs. W. H. Frear, W. R. Mansfield, Mrs. A. Tromp de Haas, Miss P. C. Bolle, M.D., Mrs. F. C. Buxton, Miss Clark, Rev. John Lynam, Mr. and Mrs. M. E. Boomhower, Mr. and Mrs. A. G. Pusey, Mr. and Mrs. A. Cellz, C. M. Jaena, Mrs. E. C. Hollin, Gori Ram, N. C. Villanueva, C. Baja, Mr. and Mrs. J. Walker, Miss D. Walker, Mr. and Mrs. Frank Bryson, Roy C. Thompson, Mr. and Mrs. R. E. Hale.

Per s.s. Aki Maru for Australia on January 22:  
A. Carpi, C. Maejima, C. C. Corley, S. Inouye, H. W. Frey, Mr. and Mrs. M. Albarg, R. Robertson, J. A. Cresswell, Stanley Lewis, Miss Doris Gee.

Per s.s. Antenor for United Kingdom, January 22:  
Mrs. V. Alport, Mrs. Beer, Mr. and Mrs. Chalkley, Mrs. J. H. Crocker, Mrs. A. W. Dixon, Mrs. Farrant, Miss D. C. Foster, R. E. Greensmith, Capt. and Mrs. Gowing, Mr. and Mrs. Gabbott and infant, Mrs. A. Haywood and infant, O. L. Ilbert, Mrs. C. Miller, R. E. Phillips, H. H. Reed, R. F. Scott, Mrs. Thomson, J. H. Willmet, F. Barrington Deacon, Mrs. D. D. Forbes, Miss D. Forbes, Mr. and Mrs. F. W. Aston, Mrs. A. Ritchie and son, Mrs. A. Mills, Miss E. Mills, Miss Vallance, Miss I. Butler, Mr. and Mrs. E. Butler, H. A. Thomlinson, R. K. van der Woude, A. C. Savage, Mrs. T. G. Bennett and child.

## WARSHIPS IN PORT

British warships in port this morning were:  
In Basin of R.N. Dockyard: "Tamar," "Marazion," "Herald," "Petersfield," "Trove," "West Wall," "Berwick." In Dock: "Moonshine," "Seraph." In Taku Dock: "Gentian." No. 11 Buoy: "Thracian." No. 13 Buoy: "Magnolia." The only foreign man of war in port was: Portuguese gunboat "Patric."

## CONSIGNEES NOTICE

Consignees of cargo ex s.s. "City of Hereford" are reminded to take delivery of their goods which will be subject to rent after January 28.

## CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC TO VICTORIA &amp; VANCOUVER

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

|                   | Hong Kong | Shanghai | Kobe     | Yokohama | Vancouver |
|-------------------|-----------|----------|----------|----------|-----------|
| Leave             | Leave     | Leave    | Leave    | Leave    | Arrive    |
| EMPRESS OF RUSSIA | Feb. 12   | Feb. 15  | Feb. 18  | Feb. 20  | Mar. 1    |
| EMPRESS OF ASIA   | Mar. 5    | Mar. 8   | Mar. 11  | Mar. 13  | Mar. 22   |
| EMPRESS OF CANADA | Mar. 19   | Mar. 22  | Mar. 25  | Mar. 27  | Apr. 4    |
| EMPRESS OF RUSSIA | Apr. 9    | Apr. 12  | Apr. 15  | Apr. 17  | Apr. 26   |
| EMPRESS OF ASIA   | Apr. 30   | May 3    | May 6    | May 8    | May 17    |
| EMPRESS OF CANADA | May 15    | May 18   | May 20   | May 22   | May 30    |
| EMPRESS OF RUSSIA | June 4    | June 7   | June 10  | June 12  | June 21   |
| EMPRESS OF ASIA   | June 25   | June 28  | July 1   | July 3   | July 12   |
| EMPRESS OF CANADA | July 10   | July 13  | July 15  | July 17  | July 25   |
| EMPRESS OF RUSSIA | July 23   | July 26  | July 29  | July 31  | Aug. 9    |
| EMPRESS OF JAPAN  | Aug. 7    | Aug. 10  | Aug. 12  | Aug. 14  | Aug. 22   |
| EMPRESS OF ASIA   | Aug. 20   | Aug. 23  | Aug. 26  | Aug. 28  | Sept. 6   |
| EMPRESS OF CANADA | Sept. 4   | Sept. 7  | Sept. 9  | Sept. 11 | Sept. 19  |
| EMPRESS OF RUSSIA | Sept. 17  | Sept. 20 | Sept. 23 | Sept. 25 | Oct. 4    |
| EMPRESS OF JAPAN  | Oct. 2    | Oct. 5   | Oct. 7   | Oct. 9   | Oct. 17   |
| EMPRESS OF ASIA   | Oct. 15   | Oct. 18  | Oct. 21  | Oct. 23  | Nov. 1    |
| EMPRESS OF CANADA | Oct. 30   | Nov. 2   | Nov. 4   | Nov. 6   | Nov. 14   |
| EMPRESS OF RUSSIA | Nov. 12   | Nov. 15  | Nov. 18  | Nov. 20  | Nov. 29   |

Regular sailing hour Noon.

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## HONG KONG-MANILA SERVICE

| Leaves         | Arrive  | Leaves            | Arrive    |
|----------------|---------|-------------------|-----------|
| Hong Kong      | Manila  | Manila            | Hong Kong |
| Feb. 3, 5 p.m. | Feb. 5  | EMPRESS OF ASIA   | Feb. 5    |
| Mar. 9, 5 p.m. | Mar. 11 | EMPRESS OF CANADA | Mar. 14   |

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## BRITISH WUCHOW LINE

JAN.-FEB. SAILINGS

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trotter]

MON. 27th JANUARY.

FEBRUARY

WED. 5th FEB. 21st

MON. 10th FEB. 26th

SUN. 16th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

SAT. 25th JANUARY.

FEBRUARY

MON. 3rd FEB. 19th

SAT. 8th FEB. 24th

THURS. 13th

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S.S. "CITY OF KIMBERLEY" Havre, London, Rotterdam &amp; Hamburg.....14th February.

**NEW YORK, BOSTON, & BALTIMORE**... **AMERICAN & MANCHURIAN LINE**

S.S. "CITY OF KOBE"..... via Suez Canal.....23rd January, 1930.

ALSO AGENTS FOR

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S.S. "SPRINGBANK".....15th February.

**MAURITIUS & SOUTH AFRICA**... **ORIENTAL AFRICAN LINE**

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Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),  
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Through Bills of Lading issued to Batra, Quilimane, Ibo, Port Amelia, Mozambique, Chinde,  
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| S. S.       | Tons   | From<br>Hong Kong<br>About | Destination  |
|-------------|--------|----------------------------|--|
| *JEYPORE    | 5,318  | 25th Jan.<br>Noon          | Marseilles, London, Hull, Hamburg,<br>Rotterdam & Antwerp. |
| MANTUA      | 10,946 | 1st Feb.                   | Bombay, Marseilles & London.                               |
| KARMALA     | 9,128  | 15th Feb.                  | Marseilles, London, Hull, Rotterdam &<br>Antwerp.          |
| *KIDDERPORE | 5,334  | 19th Feb.                  | Straits, Colombo & Bombay.                                 |
| MACEONIA    | 11,120 | 1st Mar.                   | Marseilles & London.                                       |
| KASHMIR     | 8,985  | 8th Mar.                   | Marseilles, London, Hull, Hamburg,<br>Rotterdam & Antwerp. |
| KALYAN      | 9,144  | 15th Mar.                  | Marseilles, London, Hull, Rotterdam &<br>Antwerp.          |

\* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

| TALMA    | 10,000 | 8th Feb.  | Singapore, Penang & Calcutta. |
|----------|--------|-----------|-------------------------------|
| *SHIRALA | 7,841  | 13th Feb. | Singapore, Penang & Calcutta. |
| TAKIWA   | 7,936  | 23rd Feb. | Singapore, Penang & Calcutta. |
| TILAWA   | 10,000 | 27th Feb. | Singapore, Penang & Calcutta. |
| TALAMBA  | 8,018  | 14th Mar. | Singapore, Penang & Calcutta. |

\* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

| *NELLORE   | 9,853 | 31st Jan. | Manila, Sandakan, Thursday Island, |
|------------|-------|-----------|------------------------------------|
| TANDA      | 9,956 | 28th Feb. | Townsville, Brisbane, Sydney &     |
| ST. ALBANS | 4,500 | 4th Apr.  | Melbourne.                         |

\* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

| KASHMIR    | 8,985  | 28th Jan.<br>6 a.m. | Shanghai, Moji, Kobe & Yokohama.    |
|------------|--------|---------------------|-------------------------------------|
| TAKIWA     | 7,936  | 30th Jan.           | Amoy, Shanghai, Moji, Kobe & Osaka. |
| MACEONIA   | 11,120 | 31st Jan.           | Shanghai, Moji, Kobe & Yokohama.    |
| TANDA      | 9,956  | 4th Feb.            | Moji, Kobe, Osaka & Yokohama.       |
| TILAWA     | 10,000 | 8th Feb.            | Amoy, Moji, Kobe & Osaka.           |
| *ALIPORE   | 5,273  | 9th Feb.            | Shanghai, Moji, Kobe & Osaka.       |
| KALYAN     | 9,144  | 15th Feb.           | Shanghai, Moji, Kobe & Yokohama.    |
| TALAMBA    | 8,018  | 21st Feb.           | Amoy, Moji, Kobe & Osaka.           |
| RAWALPINDI | 16,619 | 28th Feb.           | Shanghai, Kobe & Yokohama.          |
| TAKADA     | 6,949  | 7th Mar.            | Amoy, Moji, Kobe & Osaka.           |
| ST. ALBANS | 4,500  | 11th Mar.           | Moji, Kobe, Osaka & Yokohama.       |
| MALWA      | 10,950 | 14th Mar.           | Shanghai, Moji, Kobe & Yokohama.    |

\* Cargo only.

All dates are approximate and subject to alteration without notice.  
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## EXPLOSION AND FIRE ON A JUNK

TERRIFIED OCCUPANTS LEAP  
INTO THE SEA

### CLOTHING ALIGHT

As the result of an explosion and a subsequent outbreak of fire on board a trading junk laden with gasoline and kerosene, three boat people are now at the Kwong Wah Hospital suffering from burns, but their condition is not considered serious.

The explosion occurred yesterday afternoon on board trading junk No. 1055-TH, which was tied up alongside the wharf of the Texas Oil Company's installation at Gindrinkers Bay. She had just been laden with oil and was preparing to sail to Canton when the explosion, the cause of which was not yet been ascertained, occurred.

### Enveloped in Flames

The junk was enveloped in flames within a short space of time, and the outbreak was so spontaneous that the people on the boat found their clothing alight before they had fully realised what had happened. Their lives were saved by their prompt action in jumping into the sea, from which they were rescued by other craft in the vicinity.

The fire had practically burned to the water's edge before a fireboat arrived.

The injured persons are the master of the junk, Ho Fook-kam, his wife Ng Mui, and their son, Ho Kam-hung, aged 10 years.

## GLOBE CRUISE

Empress of Australia  
Due Next Month

At present on a round-the-world cruise, the Canadian Pacific R.M.S. Empress of Australia is due to arrive at Hong Kong, with a large company of tourists, on the morning of February 14. Their stay here will extend up to the 17th.

A special programme for the entertainment of the tourists ashore had been arranged. After tiffin on the 14th, they will go for a trip round the island, stopping at Repulse Bay for tea. In the evening there will be a dance at the Peninsula Hotel.

Included in the programme for the 15th is a trip by train to Canton; whilst on the 16th the visitors will make a tour of the New Territories, but those who prefer it, will be taken up to the Peak.

The 17th (the last day) will be left open for the tourists to "explore" the city. The ship leaves at 10 p.m. for Keelung.

## MOVEMENTS OF STEAMER

The P. & O. s.s. Kashmir left Singapore for this port on January 22 at 9 a.m., and is due here on January 27 at about 6 a.m.

## HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Dorek during the years 1897, 1898 and 1899.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

January 23 to 29, 1930.

| Date    | High Water | Standard | Lower Water | Standard |
|---------|------------|----------|-------------|----------|
| Jan. 23 | 5.0        | 4.7      | 10.7        | 8.1      |
| 24      | 5.10       | 4.8      | 10.8        | 8.2      |
| 25      | 5.21       | 4.9      | 10.9        | 8.3      |
| 26      | 5.32       | 5.0      | 11.0        | 8.4      |
| 27      | 5.43       | 5.1      | 11.1        | 8.5      |
| 28      | 5.54       | 5.2      | 11.2        | 8.6      |
| 29      | 6.05       | 5.3      | 11.3        | 8.7      |
| 30      | 6.16       | 5.4      | 11.4        | 8.8      |
| 31      | 6.27       | 5.5      | 11.5        | 8.9      |

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These New Vessels maintain a Regular Service from  
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CHANGTE 11th February 19th February

TAIPING 11th March 19th March

CHANGTE 11th April 19th April

TAIPING 11th May 19th May

For Freight and Passage apply to—SUTHERFIELD & SWIRE, Agents.

## FENG'S WAR TROPHY IN ART SALE

MING IMPERIAL SILK HANGING  
CAPTURED

### SUNK IN METAL CYLINDER

The outstanding item in a Chinese art collection sold in New York recently was a Ming Imperial silk brocade hanging from the Jehol Winter Palace. It is 26 feet 4 inches long, 10 feet 10 inches wide, and is probably the most remarkable piece of Chinese textile art ever shown in America. It was seized by Feng Yu-shiang, according to those conducting the sale, during the civil war in the north against Marshal Chang Tso-lin, but he was unable to keep it in his retreat and so put it in a metal cylinder and threw it into a river. Later he recovered it, but, fearing its loss during the fighting, he decided to sell it.

Its sapphire-blue ground is centred by three Buddhas borne aloft in clouds, each on a canopied lotus throne. Eight angels hover overhead and above these is the sun, symbolized by a cock and the hare of the moon distilling the elixir of life. On the field below are groups of Immortals in the Heavenly Paradise and the Paradise of the Sea exemplified by the tiger and the dragon. In the group at the right are Tarada, King of the East; Biruti, King of the South; Bishamon, King of the North, and Biru Hakuasha, King of the West, each attended by nine Jofans.

The main decorative field over 16 feet long by 9 wide is bordered with lotus flowers on sapphire blue. Clair-de-lune fields patterned with lattices of lotus flowers are above and beneath. Woven at the top are the Fu-tai in gold and colours and a Sanskrit inscription in gold:—"Wu liang-shou tsung fo," expressing wishes for endless life.

## HOLIDAY FEELING

Too Impatient to Wait  
for New Year

"Why charge me? Everybody is on holiday now" was the reply made by a Hokka boy at the Kowloon Magistracy this morning, when he was charged with hawking sweets without a licence at Kowloon City.

Mr. T. S. Whyte-Smith pointed out that the regulations would not be relaxed until January 25, and not until then was he allowed to hawk. The defendant said that he had taken it for granted that the Chinese New Year holidays had begun. He was dismissed with a caution.

## LOVE THY BROTHER

Chinese Who Preferred  
to Fight

The disgraceful behaviour of two Chinese brothers had a sequel at the Kowloon Magistracy this morning, when one was charged with assaulting the other.

Sub-Inspector James said that the assaulted man had to go to hospital for eight days with a two-inch incised wound, caused by a jagged piece of wood.

The defendant, in turn, alleged that his brother stole a sum of money from him.

The Magistrate bound them over in a bond of \$50 each to keep the peace for six months.

## FATAL ACCIDENT

Chinese Youth Killed by  
Motor Bus

A fatal motor accident was reported to the police on January 21, from the Hungnam district.

It appears that a motor bus of the Kai Tak Bus Co. (1928), Ltd., was travelling from Tsing Sha Tsui to Kowloon City at 5 p.m., when, at the junction of Gilles Avenue and Wing Street, a Chinese youth (17) suddenly emerged from the left-hand side of the road, and was knocked down, the rear wheel of the bus passing over his body, carrying drastic wounds to the legs, and profuse bleeding from the mouth.

The injuries were such that death followed soon after, his removal to the Kowloon Hospital.

## EXPLORER TO BE RELEASED

DR. FREDERICK COOK'S  
SENTENCE REDUCED

### MAIL FRAUD RECALLED

Leavenworth Kansas, Yesterday. The Parole Board recommends the release on parole of Dr. Frederick Cook, the explorer and oil promoter, who is serving a sentence of fourteen years for using mails to defraud. He has served nearly five years.—Reuter's American Service.

## MISSING BANK DEPOSIT

In a report made to the Police yesterday, a Chinese married woman named Ngan Wan (42), who lives in Canton, alleged that she had lost from a safe deposit box (No. 2), at the Bank of East Asia, money and jewellery worth \$1,870. She said that she had visited the bank on several occasions between May 21, 1928, and January 21, 1930, and had found the contents of the box intact. The property was missing when she inspected the box yesterday morning.

## ALLEGED EMBEZZLEMENT

A warrant has been issued for the arrest of a Chinese named Wong Kee-lui, a salesman employed by the Tai Tong Co., of 39, Queen's Road Central for the alleged embezzlement of \$269.57, the property of the Company. The money was alleged to have been misappropriated between January 14 and 21.

## STOLE FROM EMPLOYER

Sentence of six weeks' hard labour was passed on a Chinese (17) at the Kowloon Magistracy this morning, on admitting that he stole from his masters' firewood shop at Argyle Street, \$35 and one metal watch, the property of his employer.

## HOME, SWEET HOME

Banished only on January 10 this year, for a term of 5 years, a Chinese, who returned on the same night, was at the Kowloon Magistracy this morning sentenced to eight months' hard labour with 15 strokes of the birch.

## CONSIGNEES.

NOTICE TO CONSIGNEES.

### "ELLERMAN" LINE

From DUNKIRK, BREMEN, HAMBURG, ROTTERDAM and MARSEILLES.

The Steamship, "CITY OF HEREFORD"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 28th January, 1930, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before 2nd February, 1930, or they will not be recognised.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage Period of one week. No Free Insurance has been effected.

Bills of Lading will be countersigned by

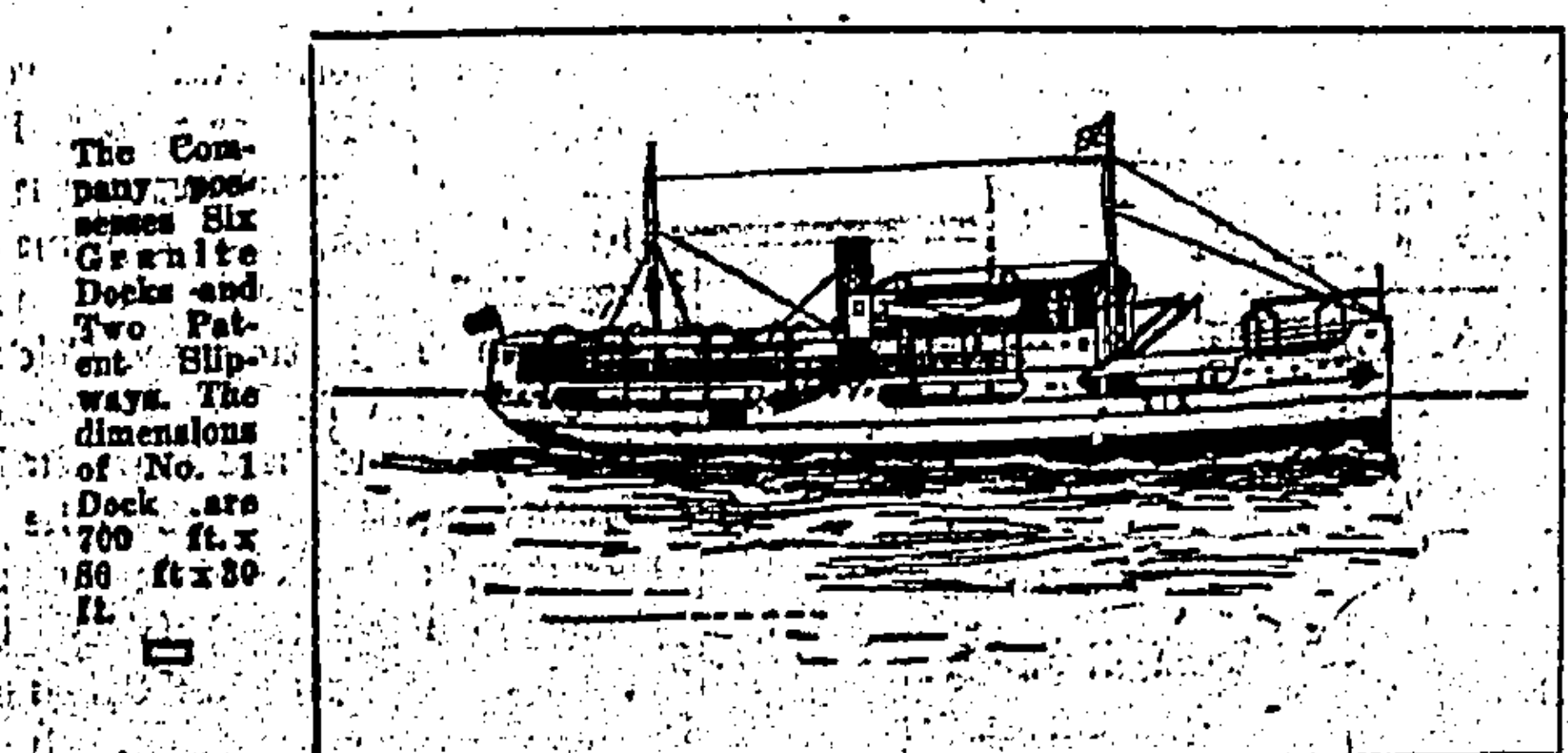
THE BANK LINE, LTD., Agents.

Hong Kong, 21st January, 1930.

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## FAREWELL TO GOVERNOR

Reception by the Two Communities

## LOVE OF HONG KONG

H.E.'s Sterling Work for the Colony

## CHINESE TRIBUTES

His Excellency Sir Cecil Clementi, K.C.M.G., Governor of Hong Kong, whose family has enjoyed such intimate connections with the Colony, and who himself has gained the very real esteem of the Chinese community, was present with Lady Clementi at a farewell reception given by the Europeans and Chinese communities in their honour, on the Hong Kong Cricket Club ground, yesterday afternoon.

There was a numerous and representative attendance of all sections of the two communities, among those present being the Hon. Sir Robert Ho Tung, H.E. the G.O.C., Major-General Sandilands, D.S.O., Commodore Hill, R.N., and the French Consul, M. Duval Villalon and Mme. Villalon.

The Governor, who sat on a red covered dais beside Sir Henry and Lady Pollock, Sir Shou-son and Lady Chow, referred with evident emotion to his removal from the Colony, which he dearly loved. The speeches were broadcast by means of amplifiers. On either side of the Governor's table was a blackwood screen, inscribed with the address of the Chinese community, and a magenta silk ceremonial umbrella, with the names in gold embroidered on it of those who had signed the addresses.

## THE ADDRESSES

The address of the European community was read by Sir Henry Pollock, who afterwards handed His Excellency the blackwood portfolio in which the original was bound.

Sir Shou-son Chow read the address of the Chinese community, and handed His Excellency a copy of the same bound in Chinese satin. Lady Chow presenting Lady Clementi with a gift from the Chinese ladies of Hong Kong.

Lady Pollock read the address to Lady Clementi, afterwards handing her a copy bound in white and gold brocade. She also handed Lady Clementi the souvenir book presented by the Girl Guides.

## FOREIGN ADDRESS

His Excellency Sir Cecil Clementi, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hong Kong and its Dependencies and Vice Admiral of the same.

Your Excellency—We, being members of the British and Foreign communities of the Colony of Hong Kong and its Dependencies, avail ourselves of the opportunity presented by Your Excellency's approaching departure from this Colony, to express in this manner the sentiments of esteem and respect which we entertain for your character and administrative abilities.

Your Excellency arrived here on November 2, 1925, having been appointed by His Majesty the King to assume the Governorship of this Colony.

Your arrival was not the advent of a stranger to us, but of one who had already spent many years in the service of the Colony; your early experience of Colonial administration having been wholly gained here. As you yourself then said:

"It is here that I was initiated into the work of Colonial Administration and it is here that I married. Every hill and valley, stream and inlet in this beautiful Colony were well known to me in the old days."

On Your Excellency's return you found the Colony labouring under exceptional difficulties: its finances were suffering from a state of depression never before equalled in the annals of our history; it appeared to be surrounded by foes on every side, desiring by very possible means to bring about the destruction of organised government.

Due to your untiring energy, broad outlook and diplomatic capacity in dealing with the situation, you slowly but surely piloted the Colony through the turbulent waters in which you found it into the calmer and more satisfactory position in which you now leave it.

Your efforts in the direction of combating the enmity created by, and fostered under, external influences were crowned with success when in March, 1923, friendly official visits were exchanged between Your Excellency and His Excellency Marshal Li Chai-sun, thereby restoring the friendly relations which had formerly long existed between this Colony and the neighbouring Provinces of China. From then onwards mutual confidence and goodwill developed and the trade and general prosperity of the Colony have continued to progress.

Synchronising with these events, Your Excellency received a complimentary visit from the First Battle Squadron of His Imperial Highness the Emperor of Japan, thereby giving a practical demonstration of the amicable relations subsisting and happily still existing between this Colony and the neighbouring Japanese Empire.

Conserving Resources. Owing to the depressed condition of the Colony's finances during the

greater part of your Governorship it has been impossible to enter upon large and expensive schemes of improvement. Your Excellency's energies being principally directed towards conserving the diminished resources of the Colony and gradually re-establishing its financial and trade prosperity; but nevertheless a number of progressive measures have been identified with your regime.

You have given particular attention to education and the fruits of your endeavours will long be appreciated.

The establishment of the Language School at the University of Hong Kong will be permanently associated with your name and the general support which you have given to the University will long be remembered. In particular the Colony will have reason to be grateful for your constant and studious championing of the claims of the University to a substantial allocation of a portion of the Boxer indemnity moneys.

Our water problems have received your special attention and after mature consideration you have given your staunch support to the Shingmun water project and you are largely responsible for the Aberdeen Reservoir.

Your departure will, we hope, coincide with the completion of the pipe line across the Harbour, thereby enabling a plentiful supply of water to be brought from the mainland to the Island, and thus providing a substantial amelioration of the conditions of life in the Colony.

Aviation has received your strong support and The Kai Tak Aerodrome has been completed during your administration.

The medical and sanitary services have been matters of great concern to you and your unremitting efforts to improve and reorganise them on a modern basis meet with general approval.

Public Works. During your administration you have adopted the policy of paying for large public works by means of local loans thus freeing current revenue for necessary improvements of smaller magnitude.

It is a matter for the greatest regret that you should be leaving us before you have been able to bring to fruition the many schemes you have either commenced or have in contemplation.

In connection with the constitution of this Colony, Your Excellency's name will be associated with the appointment of two additional unofficial members to the Legislative Council which met with general approval.

During your administration, you have exerted your personal influence towards fostering amicable relations between all sections of the community, and in this respect also you have been signally successful.

You are now about to leave us to assume, at the command of His Majesty the King, the Governorship of the Straits Settlements and the High Commissioner of the Federated Malay States in which respect you are following in the footsteps of your esteemed uncle, Sir Cecil Clementi Smith, who also rendered signal services in Colonial administration and spent many years of his Official life in this Colony.

Intended Request to King. It may not be out of place here to record that, prior to the news of Your Excellency's new appointment being received in this Colony, it had been decided to ask His Majesty the King to be so gracious as to reappoint you for a further period as Governor of this Colony.

In conclusion, we desire to express our heartfelt regret at your departure, and we look forward to your continuing and completing a long career of public usefulness and greater distinction in the service of His Majesty, which will always be followed by us with the

keenest interest. In expressing our good wishes we desire to include also Lady Clementi, who has interested herself in the Girl Guides and many other matters of public interest.

## Beautiful Portfolio

The address to His Excellency was enclosed in a blackwood portfolio with silver hinges of Chinese design, and the Colony's crest also in silver. The very fine execution of the design of the crest in raised repoussé work is most interesting, and the design of the whole portfolio is in accordance with the best traditions of Chinese art, or indeed of the art of any nation, in the fitness and amount of the decoration. The case is lined and padded with white satin. The address, which was engrossed by hand on vellum by Messrs. Kelly and Walsh, is in itself a work of art. The writing is ornamental with no sacrifice of clearness.

The official signatures are on a page to themselves. At the head is that of the Chief Justice, Sir Henry Gollan, K.C.; next—in two groups—the names of the official and unofficial members of the Executive and Legislative Councils, and at the foot, that of the Pulane Judge, Mr. Justice Wood. The pages of the address are bound in Chinese fashion with black silk.

## Chinese Address

"He who is eminent in learning should apply himself to the service of the State." Thus has said a sage of old. Another has declared: "It is only from a ruler who cannot bear the sufferings of the people that benevolent government can flow."

For by the learned alone can the people be instructed; and only by the ruler who cannot bear to see sufferings, can the people be cared for. These are the qualities which go to make a virtuous official, and constitute the foundation of ordered government. But recent history records few men with such attributes—attributes with which Your Excellency is richly endowed.

In your youth, Sir, you were already renowned for your erudition. Steeped in Chinese literature, you published the result of your studies to the world.

## An Early Prophecy

You began your official career in this Colony as a Cadet Officer. Sympathetic and friendly, sincere and open, you have always found pleasure in association with the Chinese. During the stirring days of the Boxer Trouble, the finger of accusation was pointed at China by many foreigners. But Your Excellency was heard to say that the Chinese people, being of a race rich in a culture and civilisation no whit inferior to those of the West, could become a strong nation, with the ease of a turn of the palm, if they would but set their heart to the task. It was prophesied by those who heard these sympathetic words: "Given the opportunity, this man will easily bring about cordial relationship with China."

You, Sir, were in office in Hong Kong for fourteen years. Becoming successively Assistant Secretary for Chinese Affairs, Land Officer in the New Territories, and Assistant Colonial Secretary, you filled each post with rare administrative ability and distinction.

You were subsequently promoted to be Colonial Secretary of British Guiana, and thence you were transferred to Ceylon in the same capacity.

## Hong Kong and Canton

Twelve years thus elapsed. Just as, in the days of old, it was not possible to forgo the "red-and-horned calf" in sacrificial offerings to the Hills and the Streams, so it was not possible for Hong Kong to be without your guiding hand. In the summer of 1925 labour trouble broke out with the fierceness of a tempestuous sea. The Communists took advantage of the situation to create disturbance, as a raging fire is fanned, or an agitated sea is lashed, by the wind. The markets and marts were in a state of panic. Many forsook their occupations and migrated elsewhere. In those critical days the bond between Hong Kong and Canton, which are to each other as the lips are to the teeth, was sustained as by a fraying thread. The Government of Great Britain, realising that our neighbour must not be allowed to drift yet farther away from us, that Communism must not be suffered to extend its pernicious influence, and that the livelihood of the people must not be jeopardised, turned to Your Excellency, as the one man capable of restoring sound conditions. You were accordingly appointed to be Governor of Hong Kong.

Immediately upon your arrival in the Colony you made it your first aim and your paramount duty to promote amity with Canton; and you particularly bent your efforts to removing racial distinction. All sections of the community emulated this high example, with the result that their relationship, with each other improved as the days went by. You were liberal in your policy, and yet trenchant and villainous have found in the Colony no fertile soil wherein to germinate.

## Polly Prohibited

Parrots May Not Enter Vienna. Vienna, Yesterday.

Owing to the outbreak of Pait-tacosis abroad, the Government has prohibited the import of parrots.—Reuter.

Over 200,000,000 new coins were struck by the Royal Mint in 1928. Only twice has this figure been exceeded.

## (Continued on Page 8.)

## "OLD ARIZONA"

First Showing of "In Old Arizona"

## A BANDIT'S REVENGE

"In Old Arizona," the new picture which started its run at the Queen's Theatre yesterday, is a 100 per cent. talkie, with excellent old time musical accompaniment, and superb scenery.

It is the story of life in the great open spaces in the Arizona of the stage coach days. There is the eternal triangle in it, depicting the love of a Portuguese bandit and an Irish Sergeant (the best shot in the Army) for a Spanish senorita whose love for gold and fineries is stronger than that for any man.

When the Sergeant told her that there was a reward of \$5,000 on the head of her bandit lover her greed knew no limit and she planned his capture when he next visited her. The bandit arrived sooner than expected and, hearing music in the girl's house, he concealed himself outside and overheard the plot for his capture.

It was with great difficulty that he restrained himself from killing her with his own hands. He planned a worse revenge. The Sergeant who had stolen the girl from him must be her killer. That night he sent a note to the Sergeant telling him that he (the bandit) would escape at 10 p.m., dressed in the girl's clothing and asked the Sergeant to be on hand and to shoot "quick and straight" at eight. He signed the girl's name on the note.

The Sergeant was there at 10 p.m., the girl came out of the house and, mistaking her for the bandit, he shot her dead.

## "HOLLYWOOD REVUE"

New Type of Screen Entertainment

## AT QUEEN'S ON SUNDAY

"The Hollywood Revue," Metro-Goldwyn-Mayer's huge musical extravaganza, a talking, singing, dancing, all-star production M.G.M.'s first picture of this character and, by the way, the first film of this type to reach the screen, will have its first showing on Sunday at the Queen's Theatre.

"The Hollywood Revue" has been constructed along lines similar to Mr. Ziegfeld's "Follies," Mr. Carroll's "Vanities" and Mr. White's "Scandals." It has "Blackouts," ensemble spectacles, and even a master of ceremonies. M.G.M. has assembled all their famous stars for this production. They include the names of Marion Davies, John Gilbert, Norma Shearer, William Hains, Joan Crawford, Lionel Barrymore, Buster Keaton, Karl Dane, George K. Arthur, Marie Dressler, Conrad Nagel, Gus Edwards, Stan Laurel, Oliver Hardy and Gwen Lee, in addition to Charles King, Anita Page and Bessie Love, the three featured players in "The Broadway Melody."

Other artists, most of whom are entirely new to the screen, are the Brox Sisters, Natacha Natova, Cliff Edwards ("Ukelele Ike"), Jack Benny, the Rounders and an Albertina Rasch ballet.

One hundred and fifty chorus girls in the numerous ensemble numbers were selected by Director Charles Riesner and instructed in their dance routines by Sammy Lee.

## "HIGH STEPPERS"

Three New Artistes in Company

## AT MAJESTIC THEATRE

The residents of the Colony should be pleased to hear that the talented company of Vaudeville Stars "The High Steppers" commences a short season of five nights at the Majestic Theatre, Kowloon, to-night.

This Company consist of three new members who have specially come from Australia since the merry party performed here during the early part of this month.

We are pleased to say that the eccentric comedian and juggler Bert Beal and his charming wife, Alice Bennis, the lady who will be remembered with the sweet voice and personality "not forgetting her graceful dancing with her educated feet," are still the leads of the Company.

## POLLY PROHIBITED

Parrots May Not Enter Vienna

Vienna, Yesterday. Owing to the outbreak of Pait-tacosis abroad, the Government has prohibited the import of parrots.—Reuter.

Over 200,000,000 new coins were struck by the Royal Mint in 1928. Only twice has this figure been exceeded.

## NEW ADVERTISEMENTS.

## CHINESE CUSTOMS NOTIFICATION.

THE OFFICES and STATIONS of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 30th and 31st January, and 1st February, 1930.

J. M. H. OSBORNE, Commissioner of Chinese Customs, Kowloon & District, York Building, Hong Kong, 22nd January, 1930.

## SHADOWS BEFORE

## COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions. To-day—Ten Dances at Hong Kong Hotel and Peninsula Hotel, 4.30 p.m.

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m. January 25—Elit Hall (Hong Kong University), Concert and Dance, 8 p.m.

Entertainments. To-day—Queen's Theatre, "In Old Arizona."

To-day—Star Theatre, "A Single Man," 5 p.m. only; "Il Trovatore" (Italian Opera), 9.15 p.m.

To-day—World Theatre, "Sin Sister," 5.15 and 9.20 p.m.; "The Kiang Nam Girl" (Chinese picture), 2.30 and 7.15 p.m.

To-day—Majestic Theatre, "The City Gone Wild."

To-day—Helena May Institute Concert, 6.30 p.m.

Lammerts' Auctions. To-day—At Sales Room, Duddell Street, postage stamps, 5.15 p.m. To-morrow—At Sales Room, Duddell Street, Household and Office furniture, 2.30 p.m.

Sport. January 25—Fanning Hunt and Race Club Hounds Meet, Hunters' Arms, 3.30 p.m.

Meetings. February 11—Forty-second General meeting of Shareholders of Hong Kong Land Investment & Agency Co., Ltd., at Messrs. Jardine's, 12.30 p.m.

Miscellaneous. To-day—Launching of the s.s. Tsinan, Talkoo Docks, 4.15 p.m. To-morrow—Ellis Kadoorie School, Distribution of Prizes, 10.30 a.m.

To-morrow—Formal opening of Ying Wa College, Mongkok, 11 a.m. To-morrow—Fairlie School Speech Day, 3 p.m.

To-morrow—Opening of the New Kowloon Branch of the Helena May Institute, 5 p.m.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 855 metres:—

5.25 p.m.—A Concert Relayed from the Helena May Institute: 1.—Trois Preludes ..... C. Debussy. (a) La Fille aux cheveux de lin. (b) La Cathédrale. (c) Minstrels.

Madame Bonenfant. II.—Operatic Arias (in English). (a) Mimì's Aria (La Bohème). (b) One Fine Day (Madame Butterfly) ..... Puccini. Mrs. A. M. Bowers-Smith.

III.—Three Fantasies for Piano-forte & Violin ..... R. Schumann. Madame Bonenfant and Major P. J. Macnair.

IV.—Songs. (1) In Exile ..... Teresa del Riego. (2) Four Jolly Sailors, Edward German.

Mr. R. A. Green. V.—"Jardine sous la plume," C. Debussy. Madame Bonenfant. 7.9 p.m.—Recorded Music & Experimental Relay Transmission. 9 p.m.—Chinese Programme, 10.30 p.m.—Close Down.

## FLOW TO THE WEST

28,272 Immigrants to U.S. From Britain

Washington, Yesterday. The official statistics show that immigrants from Great Britain and Northern Ireland last year amounted to 28,272, compared with their aggregate quota of 35,721.—Reuter's American Service.

An instance of melancholia, which could not be certified as insanity, being the cause of a woman's suicide was given at Camberwell inquest.

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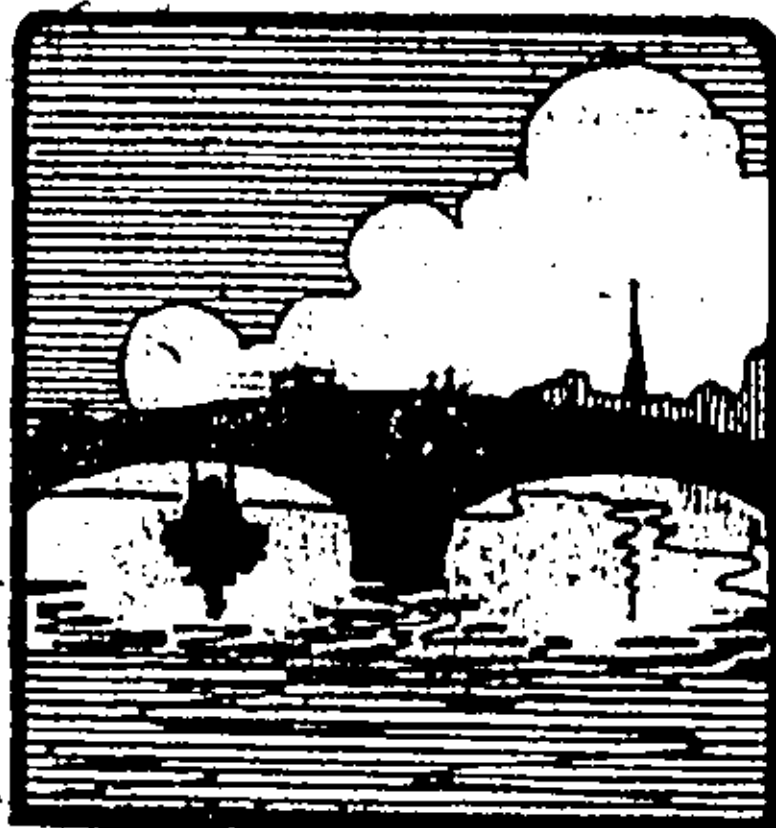
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## FAREWELL TO GOVERNOR

(Continued from Page 7.)

## A Lasting Peace

When Canton made an effort to rid itself of Communism, Your Excellency strove hard for better relations between the two places.

With a frank and open heart the two Governments sent messengers to each other, and this resulted in a complete mutual understanding by the Winter of 1927. It was said of old: "Solemn in his robe of office, without exhibiting the slightest sign of emotion, he can bring to the people a peace as lasting as Mount Tai." May not these words be aptly applied to Your Excellency?

With the restoration of communications peace once more reigned. But the promotion of Chinese studies in the Colony was languishing, and it was felt that this defect was not conducive to the people's enlightenment. Therefore Your Excellency called together the people to discuss with them the problem; and as the result, you founded a Chinese School in the University of Hong Kong for promoting the higher study of Chinese literature. You also established a class for teaching Cadets Chinese to enable them to acquire a substantial knowledge of the language. In this way, the spirit of the students of Chinese has undergone a profound change; they now scorn the superficial and the casual.

## Righteousness and Culture

No service to the State can be greater than the service of settling disorder; no virtue can be greater than the virtue of making men good citizens. During the four years of your administration Your Excellency has, by an undeviating policy, led the people along the path of righteousness and culture. To compare Your Excellency's work with the work of over-zealous officials who harass the people to no purpose, is to bring to light the vast difference between good and inefficient government. The laws of Heaven towards man are immutable; those who can gain the heart of the people can gain the favours of Heaven.

## Echo Of The Drought

In the Spring of the year 1929 a severe drought afflicted the Colony, nearly drying up the reservoirs. The people obtained their water in the streets, and in the streets they sat in wait for the precious fluid till dawn. Your Excellency lost no time in appropriating public funds for relief work. You caused water tanks to be built in various places, and water to be brought from Chinese territory to Hong Kong to supply the needs of the residents; you also obtained from His Majesty's Government authority to expend a large sum of money on the Shing Mun Scheme so that the people would be ensured a permanent supply of water. In the critical days of the drought your anxiety was grievous, and your sorrow deep. Repose was not yours even in the moments of rest and sleep. Standing one day beside the Tatum Reservoir you were heard to remark:

"The people cannot subsist without water or fire; but, alas, the danger is upon them now! How can this be endured?" But the intensest feeling of sincerity can reach Heaven. Thus it was that the great scholar-statesman Han Chang-lai was able to scatter the clouds at Mount Heng; thus it was, also, that Prince Tan of Yen wrought the miracle of turning back the mid-day Sun. In Autumn, in the seventh Moon of the year, torrential rains fell in the Colony; and the sufferings of the people came to an end. It was only then that happiness was again seen on Your Excellency's countenance. You must have felt as if you had literally laid down an ungrateful burden. Of a verity, "the benevolent ruler is ahead of the world in its sorrows, and behind it in its joys."

## Promotion To The Straits

In the Winter of the same year His Majesty's Government decreed your promotion to the Governorship of the Straits Settlements. When your friends and colleagues proffered Your Excellency their congratulations, you sorrowfully said that higher preferment and a larger stipend would not compensate for the parting from your friends here.

We, the Chinese residents of the Colony, feel as if we are about to lose our mainstay. We, one and all, supporting the old and leading the young, have clung to the shafts of your carriage, and have lain across your path. But your going could not be stayed. Even so Shih Lu-chi was transferred to the government of Hanchow, and Li Cheng-yen eventually left the South of Kweichow. From the days of old, virtuous officials have had to go from place to place to give the people the boon of their beneficent administration.

For eighteen years Your Excellency has been on us, the people; and has completed many constructive schemes. The Sun and the Moon shed their light on the remotest of the Colony; but not a ray of light has been denied to any of its citizens, not a single one of its citizens has been left in the dark.

## The Signatures

The address which was presented to Lady Clementi is contained in a portfolio of white and gold brocade in a design of fleur de lis, lined with malis-coloured satin. The front page is illuminated in colours with a decorative border, surrounding Lady Clementi's initials "P.C." in plain Roman script with decorative frames. Similar coloured decorative borders frame each of the vellum pages. The two central pages bear the address, engraved in the same manner as that to His Excellency, and other sheets contain signatures of the committee members of various bodies in which Lady Clementi has taken a particular interest, the Helena May Institute, the Girl Guides, and the "Cheer O' Canton" M.C.A.

This address and the portfolio have been also made by Messrs. Kelly and Walsh.

## Gift From The Guides

The Girl Guides made a special presentation to Lady Clementi, whose honorary title of Chief Guide in the Colony has just been conferred on her. The gift consists of a book, a pen, and a pencil, and a small box containing a photograph of the Girl Guides of Hong Kong.

## The Girl Guides

The Girl Guides of Hong Kong, tender our most sincere and cordial wishes for your happiness in the Colony to which you are proceeding.

We can well imagine that new interests will arise in Malaya, but we are confident that Hong Kong must always hold a high place in your affection.

On your arrival in 1925 it was not as a stranger that you were welcomed by this community, for you had been a member of it both before and after your marriage. You were returning to the scenes of your early married life. We remember the pleasure you expressed at renewing acquaintance with this beautiful island, of which you had preserved so vivid and happy a recollection.

Since your return here your interests have extended to every form of social activity. Nothing has been unimportant to arouse your ready sympathy and secure your untiring support.

The Naval and Military Canteen formed on the arrival of the Shanghai Defence Force in 1927, and the arrangements made for the comfort and entertainment of the Services, furnish only one example of your sympathetic co-operation in all good causes.

The Helena May Institute has been the subject of your special care and interest, and its activities have been extended under your guidance.

The Girl Guides of Hong Kong have received the full measure of your support, and were glad to welcome two of your daughters to their ranks.

## In wishing you good-bye

We assure you that in the responsibilities of your new sphere you will carry with you our heartfelt good wishes.

And of the Kun Lun Mountain receive from them a greater radiance. In this wise we have been fortunate in having Your Excellency actually with us.

## Ode Of Praise

And now Your Excellency is leaving us. We, the Chinese community of Hong Kong, with all earnestness, offer you, in token of our respect, this Ode of Praise:

Kind and urbane is the Ruler,  
Profound in learning and vigorous  
In memory;  
From Europe he came to Asia,  
And to bedevil the Chinese was his principle.

When the labour troubles surged up  
He well knew whence they arose;  
By amity with the neighbouring province  
There was established a settled state of trade and commerce.

His encouragement of the places of learning  
Has greatly stimulated the pursuit of letters;  
That the decay of literature has been stayed  
Whose but his is the credit?

When the spectre of drought menaced,  
From morn to night he toiled,  
Until his abounding virtue was rewarded by Heaven,  
And the floods descended from on high.

For four years has he governed.  
His virtue is felt far and near;  
Now he has received the Royal behest  
To assume office in Malaya.

The multitudes block the way  
But His Excellency may not remain;  
How are we to bid our dutiful farewell?  
The hundred blessings be our wish!

From The Chinese Community of Hong Kong.

This Auspicious Day of January, 1930.

(Translated by the Hon. Dr. R. H. Koteval, C.M.G., LL.D.)

Address to Lady Clementi  
Lady Pollock then read the following address to Lady Clementi:

—On the occasion of your departure we, your co-workers on various organisations in Hong Kong, tender our most sincere and cordial wishes for your happiness in the Colony to which you are proceeding.

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The Girl Guides of Hong Kong have received the full measure of your support, and were glad to welcome two of your daughters to their ranks.

In wishing you good-bye we assure you that in the responsibilities of your new sphere you will carry with you our heartfelt good wishes.

We desire for you, His Excellency, and your children many years of united happiness and prosperity.

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## BREWER'S CASE

(Continued from Page 1.)

## ACCOUNTANTS' VIEW

Relative value of uncalled capital and loan accounts was discussed yesterday afternoon, when Mr. Ernest Albert Henry Udy occupied the witness box.

Mr. Udy is a member of the Federated Institute of Accountants of Australia, and of the Secretaries' Association of England. He was lecturer with the Technical Education Department of Western Australia, and of New South Wales, for about five years, and had been a Justice of the Peace for New South Wales for five years. He has just commenced practice in Hong Kong.

In the course of his evidence-in-chief, in reply to Mr. Brewer, this witness said that he considered shareholders' promises to pay (as indicated in this case) were definitely better as an asset than uncalled capital.

The sums received in respect of those transactions (upon which the statutory report complained of is based), witness added, should have been included in the total of cash received by the company in respect of shares.

Assuming the calculations to be correct, had he been engaged in preparing the statutory report, he would have done it in substantially the same way as Mr. Brewer had done.

## UNCALLED CAPITAL

Asked in cross-examination by Mr. Fitzroy why he considered the personal loans better than uncalled capital, Mr. Udy repeated his expression of opinion that he had better security and added that if, as manager, he wanted money immediately, he could get it on the promises to pay. He had lost the right of forfeiture on the shares, he admitted, but the shares would have been fully paid-up and the company still had a lien on the shares. Everything turned, of course, on the standing of the person who gave the promise to pay.

A question asked by his Lordship was: With your information derived from the books, do you say you might have drawn up that report in the same way? Or can you suggest how you would have drawn it up?

Mr. Udy's reply was: I might have added a rider such as "included in the sum of \$876,750 (which was stated as total cash received on shares issued for cash) or a portion of that amount was paid over by loans made to shareholders for which personal security has been given."

At the close Mr. Brewer offered to put Mr. Brewer in the box if Mr. Fitzroy desired, but both his Lordship and Mr. Fitzroy declined the offer.

## PROHIBITION

Control to Pass From The Treasury

New York, Yesterday. Giving evidence before a congressional committee, Mr. A. W. Mellon, Secretary to the Treasury, recommended the transfer of the whole machinery of Prohibition from the Treasury to the Department of Justice. Reuter's American Service.

## EXCHANGES

## TO-DAY'S QUOTATIONS

On London—  
Bank, wire ..... 1/6 3/4  
Bank, on demand ..... 1/6 13/16  
Bank, 30 days' sight .....  
Bank, 4 months' sight .....  
Credits, 4 months' sight .....  
Documentary 4 months' sight .....  
On Paris—  
On demand ..... 97 1/2  
Credits, 4 months' sight ..... 104 1/2  
On Berlin—  
On demand .....  
On New York—  
On demand ..... 88 1/2  
Credits, 60 days' sight ..... 89 1/2  
On Bombay—  
Wire ..... 104 1/2  
On Calcutta—  
Wire ..... 104 1/2  
On demand ..... 104 1/2  
On Singapore—  
On demand ..... 87 1/2  
On Manila—  
On demand ..... 76 1/2  
On Shanghai—  
On demand ..... 79 1/2  
80 days' sight (private paper) .....  
On Yokohama—  
On demand ..... 77  
Gold, 100 fine (per tael) .....  
Sovereigns (Bank's buying rate) ..... 13.85  
Silver (per oz) ..... 20.18/16  
Bar Silver in Hong Kong .....  
Copper Cash ..... Nominal  
Copper Gents ..... 3% prem.  
Rate of Native Inter-est ..... 7% p.a.  
Chinese Sub. Coll. .... 2 1/2% p.a.  
Hong Kong Sub. Coll. .... 4% prem.

## HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 23rd January, 1930.

| STOCK                             | Day-<br>ers | Sell-<br>ers | Sales  | Nom.   | Fin.<br>year<br>ended | DIVIDEND                                | WHEN<br>PAID |
|-----------------------------------|-------------|--------------|--------|--------|-----------------------|---|--------------|
| Banks.                            |             |              |        |        |                       |   |              |
| Hong Kong Bank                    | 1310        | ...          | ...    | ...    | Dec.                  | (Interim 2 1/2% 1929 ex. 7/11-1/11/30)  | Aug. 6, 29   |
| Chartered Bank                    | 17 1/2      | ...          | ...    | ...    | Dec.                  | (Int. 7 1/2% 1929 ex. 7/11-1/11/30)     | Sept. 12, 29 |
| Mercantile Bk., A.B. & C.         | 12 1/2      | ...          | ...    | ...    | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | Oct. — 29    |
| Bank of Asia                      | 96          | ...          | ...    | ...    | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | Feb. 18, 29  |
| Insurance.                        |             |              |        |        |                       |   |              |
| Canton Ins.                       | 715         | ...          | ...    | ...    | Dec.                  | (Final 2 1/2% 1929 ex. 1/11-1/11/30)    | May 23, 29   |
| Union Ins.                        | 870         | ...          | ...    | ...    | Dec.                  | (Final 1 1/2% 1929 ex. 1/11-1/11/30)    | May 24, 29   |
| China Underwriters                | 7           | ...          | ...    | ...    | Dec.                  | None                                    | ...          |
| China Fire Ins.                   | 840         | ...          | ...    | ...    | Dec.                  | (Final 2 1/2% 1929 ex. 1/11-1/11/30)    | May 24, 29   |
| H. K. Fire Ins.                   | 836         | ...          | ...    | ...    | Dec.                  | (Final 2 1/2% 1929 ex. 1/11-1/11/30)    | Mar. 26, 29  |
| Shipping.                         |             |              |        |        |                       |   |              |
| Douglases                         | 3           | ...          | ...    | 26 1/2 | Dec.                  | Last dividend for 1929                  | ...          |
| H. K. Steamboats                  | 27 1/2      | ...          | ...    | 27 1/2 | Dec.                  | \$1 for 1929                            | Feb. 10, 29  |
| Indo-China (Pref.)                | 48          | ...          | ...    | 48     | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | June 19, 29  |
| Shell Transports                  | 96 1/2      | ...          | ...    | 96 1/2 | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | Jan. 6, 29   |
| Union Waterboats                  | 23 1/2      | ...          | ...    | 23 1/2 | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | Jan. 31, 29  |
| Mining.                           |             |              |        |        |                       |   |              |
| Benguet                           | 470         | ...          | ...    | ...    | Dec.                  | (Interim 2 1/2% 1929 ex. 1/11-1/11/30)  | Dec. — 29    |
| Kailan Mining Ad. S.              | 32 1/2      | ...          | ...    | 32 1/2 | June                  | (Final 2 1/2% 1929 ex. 1/11-1/11/30)    | Dec. 17, 29  |
| Langkat (Comb.)                   | 19.60       | ...          | ...    | 19.60  | Oct.                  | Last div. for year 31-10-27             | ...          |
| Shai Exploration                  | 1.30        | ...          | ...    | 1.30   | Dec.                  | None                                    | ...          |
| Loans                             | 5           | ...          | ...    | 5      | Dec.                  | Last dividend for 1929                  | ...          |
| Raub                              | 13 1/2      | ...          | ...    | 13 1/2 | Mar.                  | Interim 1 1/2% 1929 ex. 1/11-1/11/30    | Dec. 12, 29  |
| Tromps Mines                      | 21 1/2      | ...          | ...    | 21 1/2 | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | Sept. 30, 29 |
| Docks, Wharves, Godowns, &c.      |             |              |        |        |                       |   |              |
| H. K. & W. Wharves                | 144 1/2     | ...          | 114    | ...    | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | Mar. 7, 29   |
| H. K. & W. Docks                  | 31 1/2      | ...          | ...    | 31 1/2 | Dec.                  | Last dividend for 1929                  | ...          |
| China Godowns                     | 5 1/2       | ...          | ...    | ...    | Dec.                  | Last dividend for 1929                  | ...          |
| Hongkong                          | 134 1/2     | ...          | ...    | ...    | Dec.                  | Interim 2 1/2% 1929 ex. 1/11-1/11/30    | Sept. 19, 29 |
| N. Engineering                    | 7 1/2       | ...          | ...    | ...    | Dec.                  | T. 0.40 ordinary for 1929               | Mar. 25, 29  |
| Shanghai Docks                    | 110         | ...          | ...    | ...    | Apr.                  | (T. 7.50 for yr. ending 30-4-29)        | July 27, 29  |
| Cotton Mills.                     |             |              |        |        |                       |   |              |
| Ewo Cottons                       | 15.45       | 15.70        | ...    | ...    | Dec.                  | Interim T. 0.40 1929 ex. 1/11-1/11/30   | Aug. 23, 29  |
| Shai Cotton (old)                 | 33          | ...          | ...    | ...    | Apr.                  | (T. 2.50 old) for half year             | ...          |
| Shai Cotton (new)                 | 54          | ...          | ...    | ...    | Oct.                  | (T. 1.25 new) 31-10-29                  | Nov. 26, 29  |
| Zoong Sings                       | 10          | ...          | ...    | 10     | June                  | T. 0.40 for year 30-6-29                | Oct. 11, 29  |
| Lands, Hotels & Buildings.        |             |              |        |        |                       |   |              |
| H. K. & S. Hotels                 | 12 1/2      | ...          | 12.00  | ...    | Dec.                  | Last dividend for 1929                  | ...          |
| M. K. Lands                       | 65          | ...          | ...    | ...    | Dec.                  | Interim 2 1/2% 1929 ex. 1/11-1/11/30    | Aug. 2, 29   |
| Shanghai Lands                    | 175         | ...          | ...    | ...    | Dec.                  | Interim T. 3 1/2% 1929 ex. 1/11-1/11/30 | July 31, 29  |
| Humphreys                         | 14          | ...          | ...    | ...    | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | Feb. 6, 29   |
| H. K. Realities                   | 8.90        | ...          | ...    | ...    | Dec.                  | Interim 2 1/2% 1929 ex. 1/11-1/11/30    | Aug. 22, 29  |
| Chinese Estates                   | 99          | ...          | ...    | ...    | Feb.                  | \$1 for year 25-2-29                    | June 5, 29   |
| Public Utilities.                 |             |              |        |        |                       |   |              |
| H. K. Tramways                    | 13 1/2      | ...          | 13 1/2 | ...    | Dec.                  | Interim 50 cents 1929 ex. 1/11-1/11/30  | Aug. 27, 29  |
| Peak Tram (old)                   | 11 1/2      | ...          | ...    | ...    | Apr.                  | (Int. on old) for year                  | ...          |
| Peak Tram (new)                   | 6.05        | ...          | ...    | ...    | Apr.                  | (Int. on new) 30-4-29                   | June 7, 29   |
| Star Ferry                        | 70          | 71           | ...    | ...    | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | Feb. 16, 29  |
| China Light                       | 20 1/2      | ...          | 20.00  | ...    | Sept.                 | (Final 2 1/2% 1929 ex. 1/11-1/11/30)    | Sept. — 29   |
| H. K. Electric                    | 70 1/2      | 71           | 70 1/2 | ...    | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | Dec. 23, 29  |
| Maico                             | 23          | ...          | ...    | ...    | Dec.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | Mar. 22, 29  |
| Sandakan Lights                   | 2           | ...          | ...    | 2 1/2  | June                  | None                                    | ...          |
| H. K. Telephones                  | 9.60        | ...          | ...    | ...    | Dec.                  | Interim 10 cents 1929 ex. 1/11-1/11/30  | Sept. 18, 29 |
| China Buses                       | 15 1/2      | ...          | ...    | ...    | Dec.                  | T. 0.40 for 1929                        | Feb. 21, 29  |
| S'port Tractions (Ord. S. Pref.)  | 10 1/2      | ...          | 10 1/2 | ...    | Dec.                  | 1% on preference.                       | Feb. 6, 29   |
| Industrials.                      |             |              |        |        |                       |   |              |
| China Sugars                      | 3           | ...          | ...    | 1      | ...                   | In Liquidation                          | ...          |
| Malayan Sugars                    | 27          | ...          | ...    | 27     | Dec.                  | P. 3 for 1929                           | April 11, 29 |
| Cald. Macg. Ord. Tls.             | 11          | ...          | ...    | 11     | Dec.                  | Incorporated in May 1929                | ...          |
| H. K. Telephones                  | 10          | ...          | ...    | 10     | Dec.                  | ...                                     | ...          |
| Canton Ice                        | 2 1/2       | ...          | ...    | 2 1/2  | July                  | None                                    | ...          |
| Cements (comb.)                   | 14.05       | ...          | 14.05  | ...    | Dec.                  | Last dividend for 1929                  | ...          |
| H. K. Ropes                       | 7 1/2       | ...          | ...    | ...    | Dec.                  | Last dividend for 1929                  | ...          |
| United Asbestos                   | 5           | ...          | ...    | ...    | ...                   | ...                                     | ...          |
| Stores, &c.                       |             |              |        |        |                       |   |              |
| Dairy Farms                       | 20.60       | ...          | ...    | ...    | Dec.                  | \$1.25 for 1929                         | Mar. 4, 29   |
| Watsons                           | 11.20       | ...          | ...    | ...    | Oct.                  | 80 cents for year 31-10-28              | Mar. 28, 29  |
| Der A Wings                       | 80 c.       | ...          | ...    | ...    | ...                   | ...                                     | ...          |
| Lanc. Crawfords                   | 2.10        | ...          | ...    | ...    | Feb.                  | Last dividend for year 28-2-28          | ...          |
| Mackintosh                        | 18          | ...          | ...    | ...    | Feb.                  | \$2 for year 28-2-28                    | April 11, 29 |
| Sinceres                          | ...         | ...          | ...    | 12     | ...                   | ...                                     | ...          |
| Wm. Powells                       | ...         | ...          | ...    | 2 1/2  | Feb.                  | 25 cents for year 25-2-28               | June 10, 29  |
| Miscellaneous.                    |             |              |        |        |                       |   |              |
| H. K. Amusement Pref. S. Deferred | 28          | ...          | ...    | ...    | Mar.                  | (Int. 2 1/2% 1929 ex. 1/11-1/11/30)     | July 25, 29  |
| H. K. Constructions               | ...         | ...          | ...    | 1.50   | Dec.                  | None                                    | ...          |
| B. Ind. C. S. Bonds               | ...         | ...          | ...    | 60%    | ...                   | ...                                     | ...          |
| H. K. Govt. Loans                 | 5%          | ...          | ...    | ...    | ...                   | Interest half yearly                    | ...          |



## Sport Columns

### HOME FOOTBALL

#### Replay in Scottish Cup

**DRAW FOR SECOND ROUND**  
Glasgow, Yesterday.  
Two of Saturday's drawn games in the first round of the Scottish Cup were replayed to-day with the following results:—  
St. Johnstone 3; Bo'ness 1.  
Aberdeen 7; Raith Rovers 0.

#### Second Round

The draw for the second round to be played on February 1, resulted:—  
Dundee United v. Partick Thistle.  
Motherwell v. Clyde.  
Airdrieonians v. Murrayfield.  
Aberdeen v. Raith Rovers.  
Falkirk v. Vale of Leithen v. King's Park.

Forfar v. St. Mirren.  
Hamilton A. v. Kilmarnock.  
Leith A. v. Clackmannan.  
Celtic v. Arbroath.  
St. Bernard's v. Hearts.  
Montrose v. Inverness City.  
Aberdeen v. Nithsdale W.  
Dundee v. St. Johnstone.  
Ayr United v. Hibernians.  
Rangers v. Cowdenbeath.  
Falkirk v. Queen of the South.

### LOCAL LEAGUE

#### Police Return Match Ends In Defeat

The return First Division League match between the Police and the K.O.S.B. was played yesterday at the Stadium, and resulted in a defeat of the Police by four goals to nil.  
The Police fielded nine men only; Valentine and Wynne being absent. Although thus handicapped, they put up a sound defensive. Later two spectators were "commandeered."

#### Division I.

|              | P. | W. | D. | L. | P. | A. | Pts. |
|--------------|----|----|----|----|----|----|------|
| K.O.S.B.     | 17 | 10 | 5  | 2  | 38 | 15 | 25   |
| Athletic     | 13 | 9  | 2  | 2  | 29 | 9  | 20   |
| Royal Navy   | 14 | 8  | 4  | 2  | 31 | 19 | 20   |
| Somersets    | 12 | 8  | 1  | 3  | 24 | 9  | 17   |
| South China  | 11 | 6  | 1  | 4  | 20 | 10 | 13   |
| Kowloon      | 12 | 5  | 3  | 4  | 23 | 15 | 13   |
| R.A.         | 13 | 5  | 1  | 7  | 18 | 11 | 11   |
| H.K.F.C.     | 12 | 2  | 3  | 7  | 12 | 24 | 7    |
| St. Joseph's | 13 | 3  | 0  | 10 | 12 | 41 | 6    |
| Recreio      | 12 | 2  | 1  | 9  | 12 | 35 | 6    |
| Police       | 13 | 2  | 1  | 10 | 13 | 36 | 5    |

### GAMES COMMISSION

#### Distinguished U.S. Soldier Appointed

New York, Yesterday.  
Brigadier General John Phelan, a distinguished soldier at present commanding a brigade of the National Guard, has been appointed a member of the New York State Athletic Commission, in succession to Mr. George F. Brower. Other Commissioners are James J. Farley (chairman), and William Muldoon, the Cotenogian sportsman. The Commissioners are not paid.—Reuter's American Service.

### CRICKET

#### University XI Against the R.E. & S.

The following will represent the University XI in a friendly match against the R. E. & S. on Saturday at 2 p.m., at Sookumpo:—  
F. Hipkoola (Captain), A. A. Aziz, A. Chan, Fook, C. Candah, K. P. Gan, H. E. M. Adams, A. T. Nomanbhoy, A. A. Gutierrez, Gosano, and A. S. A. Kyum.

### GOLF

#### Results of Contests for Ladies

A medal competition was held over the new course at Fanling during the Christmas and New Year Holidays for a prize presented by Mr. Whyte Smith. Mrs. Garnett returned the best card with a score of 92-17-75.  
A Shanghai foursomes medal competition on Tuesday was won by Mrs. Wild and Mrs. Worley, 99-24-75. The prizes were given by Mrs. Sherry and Mrs. Sheldon.

### ROWING

#### Interesting Programme for Saturday

The second meeting of the Rowing section of the Royal Hong Kong Yacht Club is to be held on Saturday, when there will be International races for Fours and Pairs.

This year, the Portuguese (Lusitano Club) have entered a team for the first time.

The programme is as follows:—  
**International Challenge Cup**  
For four oars. Cup to be presented to the winning team and to be held by them for one year, but to remain the property of the Club. Distance, one mile.

**BRITISH—BOAT NO. 1.**  
Bow, A. H. Chambers.  
2. L. G. Lander.  
3. G. T. Padgett.  
St. J. M. Purvis.  
Cox, F. P. Lenfesty.

**GERMAN—BOAT NO. 2.**  
Bow, G. Rockholtz.  
2. H. Gieski.  
3. R. Schmidt.  
St. W. Sporleder.  
Cox, E. W. Schramm.

**PORTUGUESE—BOAT NO. 4.**  
Bow, J. A. de V. Soares.  
2. Luiz A. de V. Soares.  
3. S. A. Marcel.  
St. J. Machado Alves.  
Cox, L. Roza Pereira.

**Pairs Cup**  
Distance, three-quarters of a mile. Crews to be composed of representatives taking part in the previous race.

**BRITISH.**  
Bow, J. M. Purvis.  
St. L. G. Lander.  
Cox, F. P. Lenfesty.

**GERMAN.**  
Bow, W. Sporleder.  
St. H. Gieski.  
Cox, E. W. Schramm.

**Scratch Race**  
For four oars. Teams to be chosen by lot. Distance: Half mile.

**Hong and Services Races**  
For March 1 a Hong and Services Regatta has been arranged. There will be three races for cups presented by the Officers of the 4th Submarine Flotilla, Mr. E. B. C. Hornell, and the late Mr. Percy Smyth.

The "Fourth Submarine Flotilla Cup," presented by the Officers of the 4th Submarine Flotilla, is to be held by the winning crew for one year, but remains the property of the Club. Distance: One mile. Crew to consist of Hong and Service units.

**Hong Four Challenge Cup**  
Presented by Mr. E. B. C. Hornell. Crew to consist of men from any one Hong. Distance: One mile.

**Percy Smyth Challenge Cup**  
Club Pair Oars Championship. For Pair Oars. Cup presented by the late Mr. Percy Smyth. Distance: Three-quarters of a mile.

### HOCKEY

#### Hong Kong H.C. Draw With Punjabis

A very fast hockey game was seen on the U.S.R.C. ground at King's Park yesterday afternoon, when the Hong Kong Hockey Club 1st XI met and drew with the 3/15th Punjab Regiment, the score being 2-2.

The following will represent the Hong Kong Hockey Club "A" versus the Y.M.C.A. at King's Park tomorrow at 5 p.m.—(Club colours:—  
C. E. Moore, L. A. R. Duncan, E. W. Sapsed, A. A. R. Botelho, E. G. S. Dale, N. W. Lasconder, J. H. Fox, R. H. D. Wade, H. V. Parker, N. Owen-Davies, and H. Batger.

The thanks of the British Government were expressed by Mr. Henderson and Sir Austen Chamberlain in the House of Commons to the Norwegian Government for taking charge of British interests in Soviet Russia for two and a half years.

A somewhat cryptic statement was made by Mr. Snowden in the Commons as to his intentions with regard to the Safeguarding Duties. Duties imposed for a term of years, and due to lapse in 1930, will certainly not be reimposed.

### INDIAN SCHOOL

(Continued from Page 1.)

#### General

Ten years ago at a prize giving held in this school Mr. Ralph referred to the late Sir Ellis Kadoorie as the fairy godfather of the school at the waving of whose magic wand this fine building took shape. Sir Ellis Kadoorie has been dead now for nearly eight years, but the work of the fairy godfather still goes on in the form of an endowment fund whereby 37 boys obtained free schooling during the year. In addition Mr. Arculli held himself responsible for the fees of three boys. Besides these there are five Government Scholars. On behalf of all these boys I wish to express thanks and to assure you that they appreciate to the full what is being done for them.

During the year we have had visits at various times of different members of the Education Board and other gentlemen interested in the work of the school.

Our thanks are due to the Hong Kong Amusements, Ltd., for the facilities granted to the boys on different occasions to witness certain performances; to the Hon. Director of Public Works for permission to make free use of the North Point Bathing Beach during the summer months; to the Hon. Inspector General of Police for providing the services of the Drill Instructor; to Mr. Woo Hay-tong for a scholarship tenable at Queen's College for three years; to the members of the Indian community for their generous support to our Sports Fund and to Messrs. Brewer & Co. for a donation to our Prize Fund.

In conclusion I take this opportunity of thanking most sincerely all the members of the staff for their loyal co-operation and support during the year which enabled the work of the school to be carried on so harmoniously. (Applause).

#### Mr. Arculli's Tribute

Addressing the students, Mr. Arculli said:—  
The annual reports of the school's progress in recent years have been very gratifying to its supporters and well-wishers and the latest report just read by the "headmaster" is no exception. It shows that the high standard of work set by the late Mr. Bibeck, carried on by Mr. Sutherland and kept up by Mr. Ralston, is being ably continued by Mr. Hamilton. This school fulfils an important function. It prepares Indian boys for the higher schools and the University. It lays the foundation upon which a good English education is built, and just as it is important in laying the foundation of a house to know what sort of building is contemplated, so it is necessary for you boys to know the essentials of the English education you seek.

#### The Five Essentials

To give you an idea of these essentials, I cannot do better than repeat what an eminent scholar once said were the five signs of a good English education. The first is the correct and proper use of the English language; that is to say, the proper choice of words and the correct observance of grammar, accent and pronunciation. The second are cultured and refined manners. These are the outcome of the discipline, self-respect and respect for others which you acquire in school. The third is the power and habit of reflection, that is to say, the ability and habit of thinking out things for yourselves, to analyse in your own minds the cause and effects of matters in general and to reason out the why and wherefores of your successes and failures.

#### Mind Development

The fourth is the power to develop your brains and minds so that they may not rust or stagnate, but may grow stronger and stronger day by day. The fifth is the ability to do things; that is to say, out of your knowledge and with the use of your brains and hands to accomplish your various tasks. I have been struck by the keenness of the boys in this school to acquire knowledge

### "REDS" ROUNDED UP IN POLAND

#### ATTACK OF 700 AGITATORS REPELLED BY POLICE

#### COMMUNIST AGENTS

Warsaw, Yesterday.  
Taking advantage of the prevalence of unemployment, a huge crowd of Ukrainian Communists attacked the police station of Soltyska, near Lwaw, and fired a number of shots. The police retaliated, two Communists being killed and several wounded; fourteen were arrested. Several police were wounded.

The police repelled the attack of 700 men, led by agitators, on the town hall of Grudzadz, in Polish Pomerania. Similar incidents occurred at Sosnowiec and Zdzunskawela, near Lodz. A number of ringleaders were arrested and found to be so-called "professional agents" of the Communist Party.—Reuter.

and from visits I paid to various schools in India, I was also impressed with the thirst for learning of the boys there. I have seen schools in Indian villages far from cities, where the lessons are taught in small school-houses very unlike this palatial building, and to attend which boys have to walk many miles. Yet, with all these disadvantages, the boys love going to school. Tagore says, "Every child is a message that God has not despaired of man." One may safely say also that "Every child is a message that God has not despaired of schools."

#### PRIZE LIST

#### Class IV.

1 Usaf Shamsuddin—1st Prize and Government Scholarship for 3 years.  
2 Mahomed Wahab—2nd Prize and Government Scholarship for 3 years.

3 Ibrahim Hassan—Woo Hay-tong Scholarship for 3 years.  
4 Ibrahim Ali—Ellis Kadoorie Scholarship for 1 year.

Usaf Shamsuddin—Ellis Kadoorie Prize for Composition.  
Mahomed Wahab—Ellis Kadoorie Prize for Geography.  
Balwant Singh—Urdu Prize.

**Class V.**  
1 Bashir Ahmed—1st Prize and Government Scholarship for 1 year.  
2 Nazir Ahmed—2nd Prize.

Bashir Ahmed—Ellis Kadoorie Prize for Composition.  
Nazir Ahmed—Ellis Kadoorie Prize for Geography.  
Gurdial Singh—Urdu Prize.  
Nazir Ahmed—Urdu Prize.

**Class VI.**  
F. A. Curreen—1st Prize and Government Scholarship for 1 year.  
Naranjan Singh—2nd Prize.

Abe Hassan—Ellis Kadoorie Prize for Composition.  
F. A. Curreen—Ellis Kadoorie Prize for Geography.  
M. Hassan—Ellis Kadoorie Prize for Geography.

Jagjit Singh—Urdu Prize.  
**Class VII.**  
Shek Hassan—1st Prize and Government Scholarship for 1 year.

Naranjan Singh—2nd Prize.  
Naranjan Singh—Ellis Kadoorie Prize for Composition.  
Shek Hassan—Ellis Kadoorie Prize for Geography.

Latif Mahomed—Urdu Prize.  
**Class VIII. "A"**  
Lal Shah—1st Prize and Government Scholarship for 1 year.

All Mahomed—2nd Prize.  
All Mahomed—Ellis Kadoorie Prize for Composition.  
Abdom—Ellis Kadoorie Prize for Geography.

Lal Shah—Urdu Prize.  
**Class VIII. "B"**  
Nazir Ahmed—1st Prize.

Jagjit Singh—2nd Prize.  
Nazir Ahmed—Urdu Prize.  
Special Prize presented by Mr. A. R. Sutherland—D. Shamsuddin.

Special Prize presented by the head master—Abdom.

### BOXING

#### CITY HALL

SATURDAY, JANUARY 25, 9.15 P.M.

#### Middleweight Contest

#### Lieutenant

C. G. H. CHRISTIAN, R.A.,

Ex-I.S.B.A. Champion

#### v.

A. B. EWIN

H.M.S. "Kent"

Ex-Middle-Weight Champion of the Colony.

and 7 Other Selected Contests Between the Navy and the Army.

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### OPERA SEASON

#### Carmen at the Star Theatre

#### ENTHUSIASTIC AUDIENCE

Bojet's Opera "Carmen" is always popular and attracted a large and enthusiastic audience to the Star Theatre last night. Signor Carpi is indeed fortunate in having secured a prima donna such as Signorita Diotti for the part of "Carmen." One of the most fascinating and difficult of all operatic parts, it must be interpreted by someone who can both sing and act!

Signorita Diotti filled both these requirements and gave an intensely interesting performance of the part of the gipsy girl. She has a vivid personality and from the moment of her first entry she dominates the stage and carries the interest of the audience. She strikes one as being tremendously alive! She possesses a really beautiful contralto voice; liquid in quality yet full of power when occasion demands. But no matter what the emotional demands of the part, her voice is always true and sweet in tone. The flexibility of her voice was never better displayed than in the beautiful Sequidilla in Act I.

A Dramatic Rendering  
She was ably supported by Signor Giovannoni as "Don Jose," who gave a most dramatic rendering of this part. He is not a pure tenor and his voice is rather rough at times since he is often so carried away by his part that he is inclined to sacrifice purity of tone to dramatic fervour. This must be forgiven him since he is a fine actor and lived every moment of his part as the unfortunate soldier.

"Escamillo" had an able interpreter in Signor Casarosa, who had a great ovation for the famous "Toreador Song."

The part of "Micaela" was taken by Signorita Henhina. Very few sopranos really enjoy singing this part, since a voice-dramatic enough for the big song in Act III is seldom clear or light enough for the duet with "Don Jose" in the first act. Suffice it to say that Signorita Henhina acted sympathetically and looked very charming as the village maiden. The Tavern Scene was particularly well staged, Signorita Buganelli as "Frasquita" and Signorita Benedetti as "Mercedes" both sang well and looked most attractive. Their quartette with "Carmen" and the smugglers won well-deserved applause. It was very nice to hear their "Terzetto"

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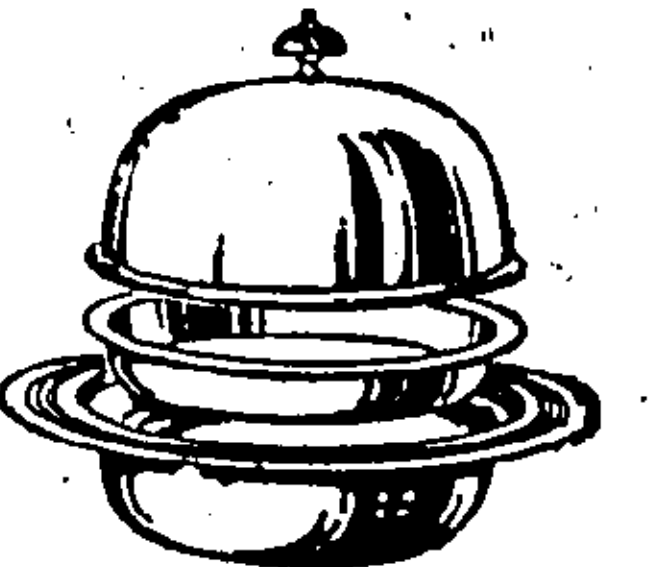
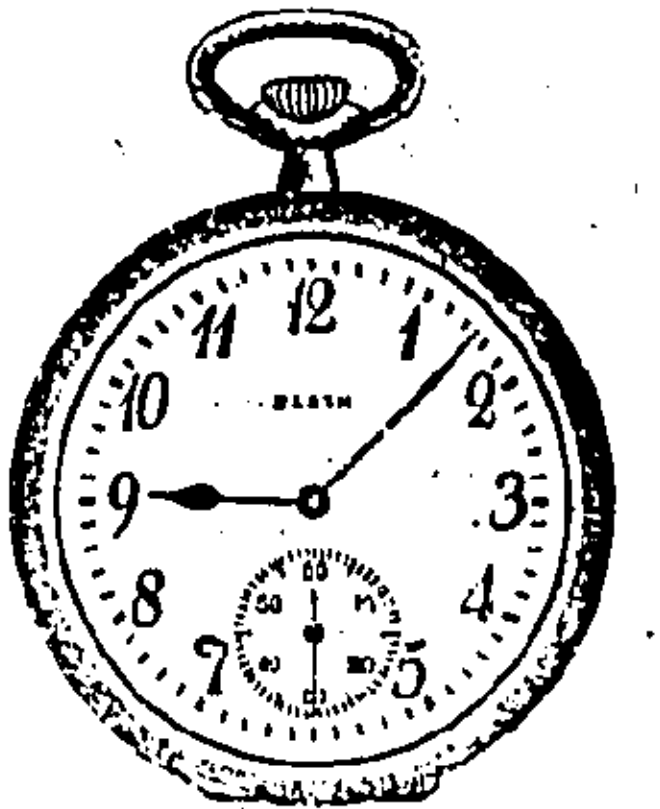
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### MRS. W. J. BRYAN

#### Widow of Democratic Leader Dead

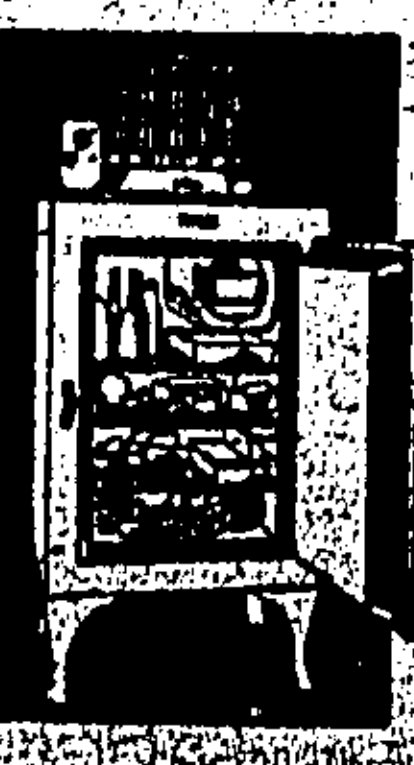
Hollywood, Cal., Yesterday.  
The death is announced of Mrs. William Jennings Bryan, widow of the Democrat leader.—Reuter's American Service.

### AMBASSADOR TO POLAND

Washington, Yesterday.  
President Hoover has nominated Mr. Alexander P. Moore, Minister to Peru, to be Ambassador to Poland.—Reuter's American Service.

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# World News In Pictures

## Statesman Relaxes



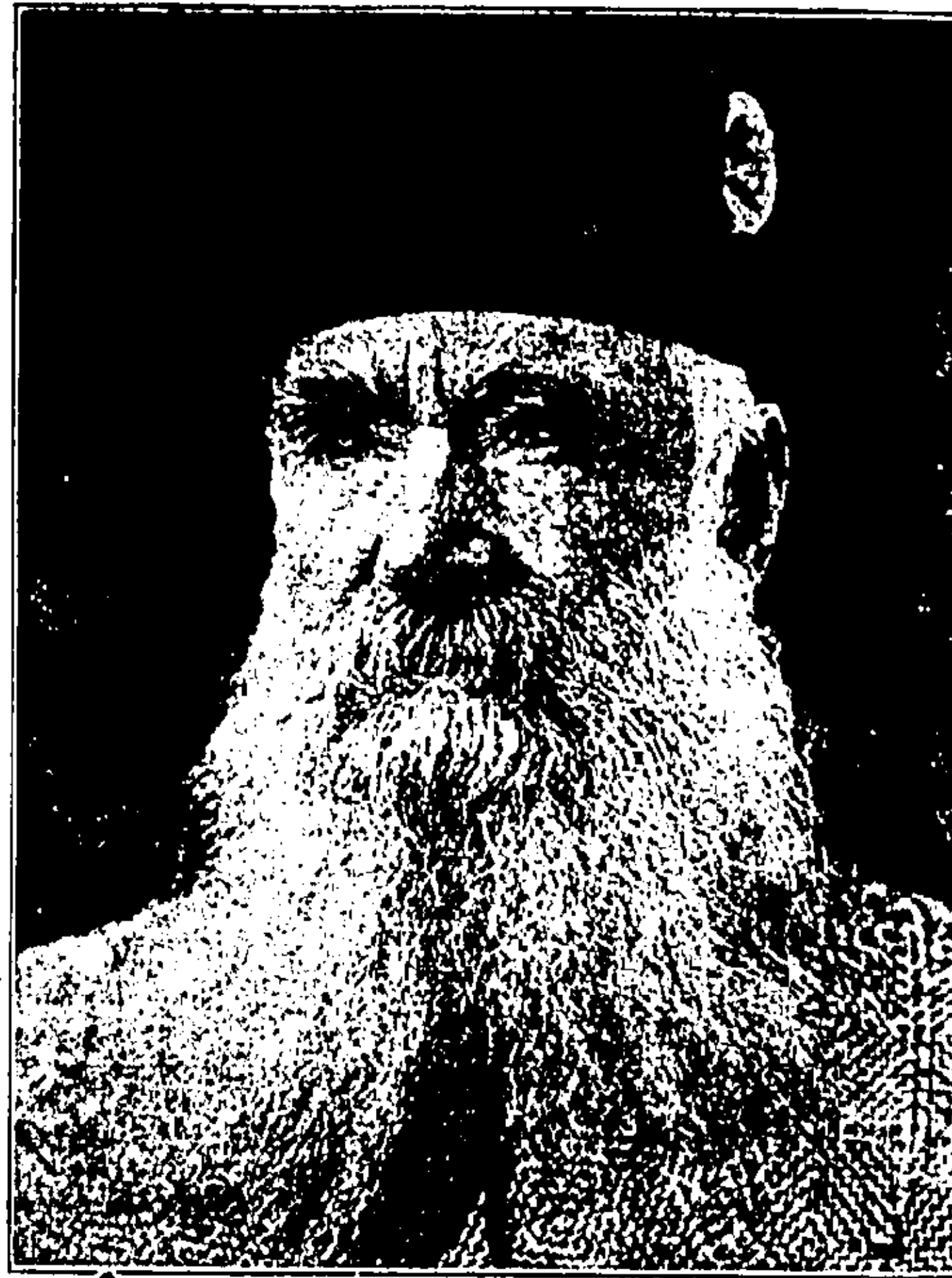
Rt. Hon. Winston Churchill, Chancellor of the Exchequer in the Baldwin administration, caught by the photographer in a moment of relaxation at the Banff Springs Hotel in the Canadian Rockies during his recent tour of the Dominion. He was accompanied on his tour by his son, Randolph; his nephew, John, and his brother, Major Churchill.

## New Secretary of War



Colonel Patrick Jay Hurley, of Oklahoma, was appointed by President Hoover as Secretary of War to succeed the late James W. Good. Colonel Hurley is a distinguished soldier and an executive of proved ability. He is forty-six and was a cowboy.

## A Fine Old Scot



Donald Fraser, ninety-year old Canadian Scot of Victoria, would not pass up the opportunity of seeing his brother Scots in action and was a picturesque figure at the Banff Highland Gathering recently held at the famous resort in the Rockies. Mr. Fraser's father went out to Canada 120 years ago, but he himself has never been to Scotland. He is typically Scottish in accent and appearance and plans to visit the homeland some day.

## Young Aristocrats Sail



Standing on each side of Captain J. N. Griffiths, skipper of Canadian Pacific steamship Montclare, the Hon. John and the Hon. George Rodney, aged 9 and 10 respectively, had just made the 2,000-mile trip from their father's ranch at Fort Saskatchewan, Alberta, unaccompanied across Canada under the care of Canadian Pacific Railway officials. They were on their way to school in England. The elder is eventually destined for Eton and the younger will enter the Navy via training ship at Dartmouth. Their father is the descendant of the famous British Admiral who won the great sea fight at Cape St. Vincent in 1780.

## Air Pilot Killed



Lieutenant George T. Cuddihy, one of the best known of the U.S. Navy's racing pilots, who was instantly killed when his Bristol fighting plane got beyond control and fell 6,000 feet. Lieutenant Cuddihy, aged 33, was appointed to the Naval Academy from Michigan. He was a former holder of the world's seaplane record. The fatal crash came after he had gained an altitude of 10,000 feet and was in the midst of a terrific dive.

## Honor Canadian Pacific Men



Life-saving certificates of the Royal Canadian Humane Society were recently presented at Port McNicoll by Hon. Wm. Finlayson, Ontario Minister of Lands and Forests, to Car Inspector Alex. McCullagh, No. 1; Constable Harry Gyves, No. 2, and Chief Clerk J. A. Davidson, No. 3, all Canadian Pacific employees stationed at Port McNicoll, who last March rescued from drowning Mrs. Gaudault, her 3-year-old daughter and Margaret Swales, who were crossing the lake from Victoria Harbor to Port McNicoll when the ice gave way. In making the presentations Mr. Finlayson stressed the point that railroad men were at all times cool and collected at a crisis.

## For the Senate



David Baird, Jr., of Camden, N. J., has been named United States Senator to succeed Walter E. Edge by Governor Morgan Larson. The new Senator will serve by appointment until November, 1930, when the office will be open for election.

## President and Directors on Tour



Inspecting hotels, resorts, experimental farms and properties of the Canadian Pacific Railway, and great mining and industrial plants and agricultural conditions on the route of their journey across Canada from Montreal to Victoria and return, President E. W. Beatty, chairman and president of the system, Dr. H. A. Beatty, chief surgeon for the C. P. R. Ontario district, Sir Charles Gordon, Ross H. McMaster, F. E. Meredith and Dr. Charles F. Martin, dean of the faculty of medicine, McGill University.

## Unsuccessful



Joseph S. Frelinghuysen, former member of the Senate from New Jersey, is mentioned for the post of Secretary of War in President Hoover's Cabinet, but was unsuccessful. Mr. Frelinghuysen was a member of the Senate Foreign Relations Committee during the World War.

## Victor and Vanquished



The Presidential campaign in Mexico did not lack of the color of former years, inasmuch as it was marked by violent riots and much bloodshed. In 1928 the newly-elected President, Alvaro Obregon, was assassinated before he could take office. Above are the two candidates who sought Presidential honours. Pascual Rubio (left) was declared victor by an overwhelming majority over his opponent, Jose Vasconcelos (right).

## F. F. Fraternity's 19th Annual Dinner-Dance



The Grill Room, Astor House Hotel, Shanghai, was the scene of the 19th annual dinner-dance of the Shanghai chapter of the F. F. Fraternity. About 250 members, their families, and invited guests were present. An elaborate programme of entertainment was given between dances. The room was most artistically and beautifully decorated. It was voted a most successful party and one of the outstanding functions of Shanghai social life for the season.—(Photo by Chung Hwa Studio).

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was Entirely Coated with this liquid

IT PREVENTS PENETRATION BY DRIVING RAIN

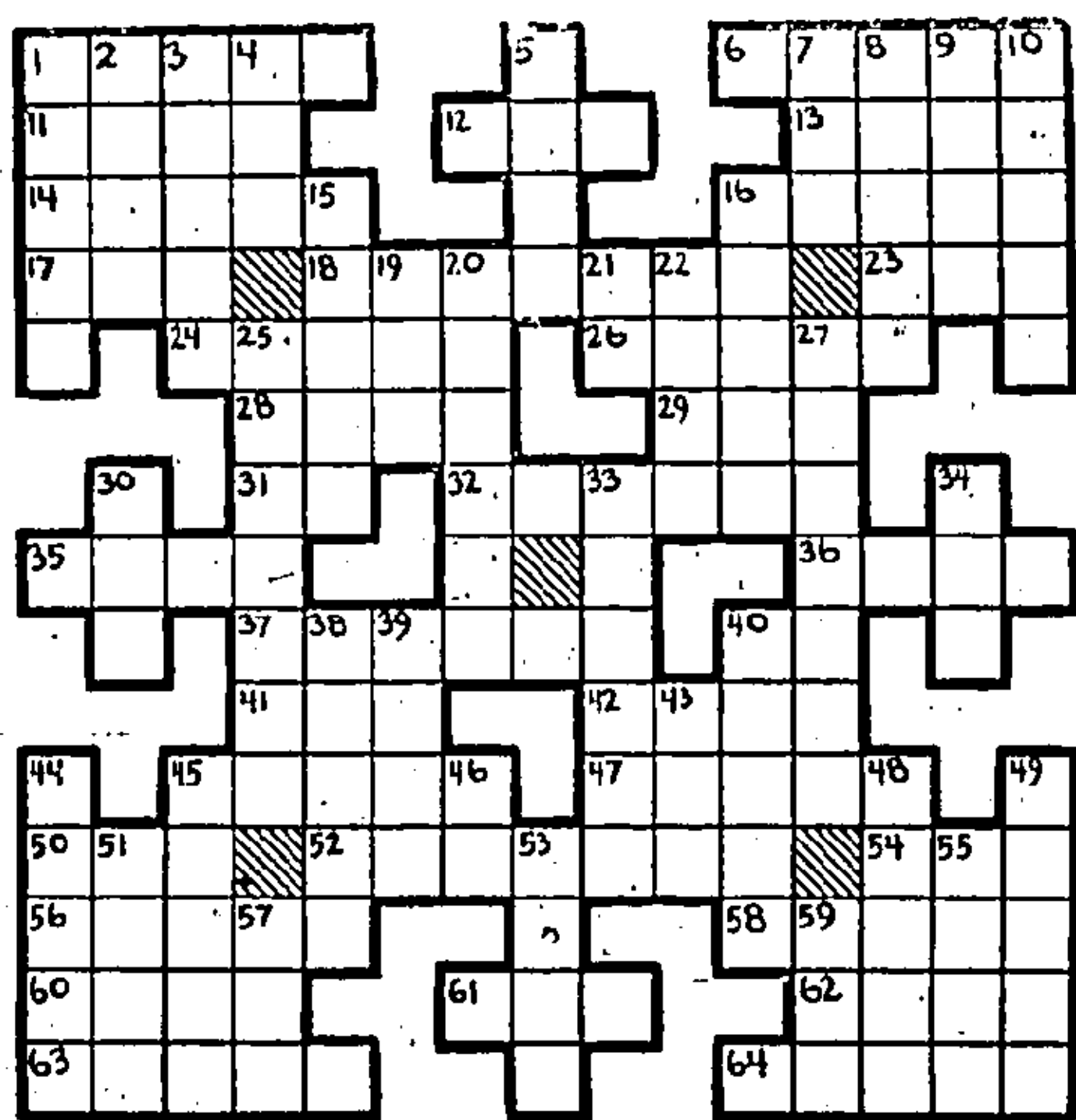
Stocks Carried.

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Hong Kong & South China.

## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- HORIZONTAL**
- Great Italian composer
  - Composer of "Car-men"
  - Friend (French)
  - Take out (print)
  - Heaps
  - Small house
  - Anger
  - Stupid
  - Red rod
  - Witch town of Massachusetts
  - Island group, Pacific
  - Turkish mosque
  - Compass point (abbr.)
  - Prefix "two"
  - Same as "Hum-bles"
  - Mother
  - To weary
  - Famous battle-field in England
  - Greek letter M
  - A drinking vessel
  - Great river, N. E. Asia
  - Noted French writer
- HORIZONTAL (Cont.)**
- Considered
  - Short for Louise
  - To roll along freely, as a hoop
  - A succulent fruit, as a grape
  - Mohammed's uncle
  - Cupolas
  - To run on wheels
  - To employ
  - Aure
  - Retains
  - A river of France
- VERTICAL**
- Inalpid
  - Mohammedan prince
  - Vases
  - A river in Scotland
  - Uncover
  - A mountain in Crete
  - Striped, ass-like animal
  - Pen-name of Charles Lamb
  - Canvassers
  - A dish of spiced game
  - To perfume with incense
- VERTICAL (Cont.)**
- Flow of the waves
  - Exempt, as from disease
  - Pronoun
  - Christmas (French)
  - Assistance
  - To gesticulate
  - Domestic feline
  - Exile
  - Your father's sisters
  - A crystalline mineral
  - Muffled the sound of
  - Prefix "bad"
  - An American explorer
  - Russian monetary unit
  - Greek letter N
  - Great French novelist
  - Hurry
  - Musical wind instrument
  - Part of the face
  - A blood-vessel
  - A high mountain
  - Japanese woman's dress

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN  
TELEGRAPH CO., LTD.  
OF DENMARK

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Peninsular, Kengelbacher, from Vladivostok.  
Hoyt, Hong Kong & Shanghai Building, from Stamford, Conn.  
Akwie, from Shanghai.  
Hahak Sian, from Swatow.  
Namo, from Onaka.  
Wingo, from Tientsin.  
S. L. Kwok Co., from Goeteborg.

E. V. JESSEN,  
Superintendent.  
Hong Kong, January 22, 1930.

THE EASTERN EXTENSION  
AUSTRALASIA & CHINA  
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:

Mohammedin, Shoemaker Somerset, from Singapore.  
Sohan Singh Jai, Sikh Temple, from Patti, India.

S. LACK,  
Superintendent.  
Hong Kong, January 16, 1930.

## YESTERDAY'S SOLUTION

PRINT OSAGE  
EASTERN SNARED  
TILL ELK DINE  
ESE WATAD DIRM  
RUSSET DANA  
NIPPON VIAL  
MAIN DINE  
SPIN GREETS  
MEN TOODITS  
END BORNE SOT  
RIOT REE SOLO  
CONION SIMPER  
ERECT TASSE

## HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

| Island.                 | Feet. |
|-------------------------|-------|
| Victoria Peak           | 1823  |
| Signal Station          | 1774  |
| Mt. Parker              | 1784  |
| Mountaine Lodge         | 1725  |
| The Eyrie               | 1725  |
| Peak Hotel              | 1505  |
| Taikoh Sanatorium       | 1000  |
| Mt. Davis               | 877   |
| Bowen Road (filterbeds) | 297   |
| Mainland                | Feet. |
| Tai-mo-shan             | 8174  |
| Kowloon Peak            | 1971  |

## FAREWELL TO GOVERNOR

(Continued from Page 8)

Ladyship has always taken the deepest interest in "Guiding" in Hong Kong, and this interest and constant activity in its cause has had a very marked effect. The Guides look on Lady Clementi as a patroness in the best sense of the word, and as a leader, and their gift to her on this occasion has been well chosen. A series of photographs of Hong Kong, together with a short history of the Colony, has been bound up together in a Chinese portfolio of black brocade, half bound in gold leather. Chinese ideographs of good wishes, and a pair of scarlet silk tassels, give the book a characteristic appearance. The front pages have the names of Guides printed and a few words of presentation.

The work of printing and binding has been carried out by Messrs. Kelly and Walsh.

### GOVERNOR'S REPLY

His Excellency the Governor replied:—

I value very highly the beautiful addresses which you have presented to me. I shall always treasure them; but I am even more deeply affected by the knowledge that you wished to retain me among you for a longer period and that you share the sorrow which I feel at leaving you. On the day when I landed here as Governor I asked that the kindness, which was given me so generously during my earlier service in Hong Kong, might be accorded to me in even fuller measure, seeing that my responsibilities had so greatly increased. Your welcome at that time was an immense encouragement to me; and to-day, on the eve of bidding farewell—as I fear forever—to this Colony, which I love, I cannot find words to express adequately my gratitude for the unfailing help and sympathy, and indeed the friendship and affection, which has encompassed and sustained me throughout my life among you.

It is only my brother cadets, my colleagues, official and unofficial, in the Executive and Legislative Councils, the Heads of Departments, and all ranks in the service of the Hong Kong Government, to whom my sincerest thanks are due; my heartfelt gratitude embraces the whole community, high and low, Chinese and non-Chinese, in Hong Kong and Kowloon, as well as the elders and villagers of the New Territory.

Since first I set foot in this Colony, thirty years ago, I have met with nothing but kindness from all of you. The best years of my life have been lived here. Hong Kong has been my home, and I know that I can never again be as happy as I have been in Hong Kong. It is with a full heart that I thank you and with deep sorrow that I say good-bye.

Thanks to Ladies  
My wife asks me to reply to the ladies of Hong Kong, on her behalf, and to thank them for their address to her. This Colony has been her home, as it has been mine: and the health and happiness of our children here have convinced us that, given regularly occupied lives, European girls and boys need not be separated from their parents at an early age, but can thrive in Hong Kong with all the advantages of family life, until it is time for them to go to Britain for reasons of education and of association with their kith and kin.

My wife wishes me to tell you what pleasure it has given her to see the great progress made here in organizing Girl Guides, one of the best movements of modern times. The number of Girl Guides has increased recently from two to eight companies, including two companies of Rangers; and my wife feels that the future of Guiding in this Colony is now secure, because many Chinese and Portuguese girls, whose homes are in Hong Kong, are enthusiastic girl guides and will undoubtedly carry on the work as rangers and officers in their turn. It has, moreover, been a great delight to see the Brownies develop into nine cheerful packs, which we enjoyed entertaining at Government House last month, together with their brother Wolf Cubs. The Scout movement also expands and prospers in this Colony, as it deserves to do.

Helena May Institute  
The Kowloon Branch of the Helena May Institute is due to be opened the day after to-morrow, and we hope that each year will see that Institute represent more fully the various communities and races of the women and girls of Hong Kong for whom it was founded. We also hope before long to hear that suitable housing has been secured for the Chinese Young Women's Christian Association, whose excellent work we have watched with sympathy and admiration.

Women's Hostel  
Both my wife and I are deeply interested in the project for establishing a women's hostel at the University of Hong Kong. There

were 38 women students on the roll of the University in 1929 and residential accommodation could only be arranged for 14. We trust that the Committee, formed under Colonel Skinner's chairmanship to raise funds for building this hostel, may be successful; and we note with pleasure that two lady undergraduates of the University, while in the Straits Settlements during last long vacation, collected over \$3,000 in Malaya for this fund. When we reach Singapore, we will gladly do what we can to assist in the collection of further subscriptions for so excellent a purpose. The fact that Singapore is not far from Hong Kong and lies on the way from this Colony to Britain encourages us to hope that we may not entirely lose touch with the schemes that have most interested us in Hong Kong, our work for which, in many cases, we must very regretfully leave unfinished.

The Fighting Services  
No occupation in Hong Kong has given my wife more pleasure and interest than the work she has been able to do in promoting hospitality to the men of the fighting services, who have left their own homes for our protection. She earnestly hopes that the Hong Kong ladies will continue and expand this work, and that before long a permanent and suitable setting for such hospitality may be found.

Changes in the Colony  
Ladies and Gentlemen, in thirty years I have seen much to marvel at in this Colony. The population was estimated at 252,405 souls in 1899, when I arrived here. Now it must be more than a million. It has, therefore, been quadrupled. The revenue in 1899 was \$3,610,143; last year it was, according to our most recent estimates, \$23,218,950. The total shipping of the port in 1899 was 13,437,147 tons; last year it was 36,656,678 tons. There was no railway, when I first came here: now we have the Kowloon-Canton railway, which we hope will one day be the Kowloon-Calaïs railway. There were no motor-cars or motor roads in the Colony in 1899: now we have the Kai-tak aerodrome; a detachment of the Royal Air Force is stationed here; we have just constituted a Hong Kong Flying Club; and commercial aviation is about to begin. Kowloon was in 1899 a rural district: now it is a large and prosperous city.

Under the Union Jack  
These things are striking evidence of what can be done in this Colony, where a thrifty, industrious and enterprising Chinese community enjoys law and order under British Government. Nor have I any fear for the future so long as there is true concord between the British and Chinese elements in the population of the Colony; and nothing has given me greater pleasure during my term of government than to observe the increasing co-operation between the many racial elements of the Colony's inhabitants and the spirit of goodwill in which the leaders of the different communities fostered sentiments of mutual friendship and fraternity.

Coming Centenary  
The British flag was first hoisted in Hong Kong on the 26th January, 1841. Therefore the Colony's centenary is fast approaching; and if the second century of the Colony's existence records progress as wonderful as that achieved during its first century, what marvel may we not expect? Would Captain Charles Elliot or Sir Henry Pottinger in their most hopeful day-dreams have imagined that Hong Kong, the barren island of their time, would in less than a hundred years become the foremost shipping port in the Far East? The pioneers of the Colony's earliest beginnings laid well and truly the foundations of her future greatness, and each succeeding generation of colonists must see to it that their splendid heritage is passed on to posterity, not only unimpaired, but further developed, improved and adorned. (Loud Applause)

## COAL MINES' BILL

Effort to Placate  
Liberals

### FRESH AMENDMENTS

London, Yesterday.

The Government amendments to the Coal Mines Bill, as originally designed, meets certain Liberal Party objections. The Bill as now published will provide inter alia for a postponement of the reduction of miners' hours to seven and a half daily, until July. It also provides for the compulsory amalgamation of a number of collieries.

The Liberal Parliamentary Party meeting which takes place to-morrow is to consider these amendments.

The Committee of the Bill will be taken the week after next.

## ANOTHER FRANCO-GERMAN WAR?

TWO-YEARS PROPHECY OF M. LEON DAUDET

### BRIAND DENOUNCED

I want to-day to see M. Leon Daudet, who since his flight from France has occupied a large mansion at the entrance to the Avenue Tervueren, writes a special correspondent in the Daily Telegraph of December 23. The famous Royalist deputy told me that he expects to receive to-morrow the news of his pardon, which he never dreamed of soliciting.

When I asked him if he would return to Paris at once, M. Daudet replied that it would take a little time to prepare for his return with his friends of the Action Francaise and to take his leave of the people of Brussels, who had been charming to him during his exile. M. Daudet told me that while he has been in Brussels he has had books sent to him from France which now amounted to a library of 5,000 volumes. He receives on an average fifty letters a day.

"I imagined," he remarked to me, "that I should not return to France until the outbreak of the next war." On my expressing surprise at this statement, M. Daudet added that he was convinced there would be another war within perhaps two years.

Germany's preparations, the poison gas she is manufacturing in great quantities, and the spirit of revenge that animates the country, in M. Daudet's opinion allow of no illusion as to German intentions. There can be no doubt, he said, that Germany will want to dis-embarrass herself as soon as possible of the Danzig Corridor, and is preparing for a new Sadowa.

French Weakness  
M. Daudet denounces in violent terms the weakness of the politicians in France, and he uses particularly harsh language about M. Briand, whose incessant concession in regard to reparations, he declares, have played into the hands of the Germans and served their secret aims.

He expresses regret at the apathy of French public opinion, and bitterly deplores the passing of M. Clemenceau, whose patriotic vigilance was constantly on the alert and who possessed great clarity of vision in regard to happenings abroad.

M. Daudet assured me that on his return to France he will once again take up with renewed ardour his crusade against the politicians of his country, whose incapacity and blindness, he declares, expose France to the greatest peril.

## WATER RETURN

Level and Storage of water in Reservoirs on January 1, 1930:—

CITY AND HILL DISTRICT WATER WORKS.

|   | 1929     | 1930      |
|---|----------|-----------|
| Ty-tam  | 15' 5" B | 11' 3" B  |
| Ty-tam Byewash  | 24' 6" B | 19' 5" B  |
| Ty-tam Intermediate   | 2' 2" B  | 0' 7" B   |
| Ty-tam Tulk   | 47' 0" B | 31' 1" B  |
| Wong Nei Chung  | 24' 4" B | 19' 1" B  |
| Okfulum   | 23' 2" B | 10' 11" B |
| (Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow.") |          |           |
| Storage in million and decimals of gallons.   |          |           |

|                     | 1929   | 1930   |
|---------------------|--------|--------|
| Ty-tam              | 265.14 | 295.01 |
| Ty-tam Byewash      | 36     | 3.0    |
| Ty-tam Intermediate | 183.93 | 192.61 |
| Ty-tam Tulk         | 522.00 | 767.41 |
| Wong Nei Chung      | 7.03   | 10.51  |
| Okfulum             | 18.30  | 42.31  |

Total ..... 998.53 1,001.0  
Consumption of water in the City and Hill District in millions and decimals of gallons during the month of December.

|  | 1928    | 1929    |
|--|---------|---------|
| Consumption  | 196.41  | 210.94  |
| Estimated population   | 428,200 | 438,580 |
| Consumption per head per day   | 14.8    | 15.5    |
| Supply to houses in the Kowloon Districts were disconnected and a supply was given by public street mains only during December, 1928 |         |         |
| From December 1 to 31, 1929, a 12-hour supply (6 a.m.—6 p.m.) was given to all Kowloon Districts                                     |         |         |
| Principal Mains closed (6 p.m.—6 a.m.).  |         |         |

## KOWLOON WATER WORKS

|   | 1929    | 1930     |
|---|---------|----------|
| Kowloon Reservoir 0' 6" B                   | 0' 2" A |          |
| Shok Lai Pui Reservoir                      | 3' 0" B | 0' 11" B |
| Reception Reservoir 1' 8" B                 | 1' 8" B |          |
| Storage in million and decimals of gallons. |         |          |
| Kowloon Reservoir                           | 260.74  | 354.24   |
| Shok Lai Pui Reservoir                      | 104.10  | 79.28    |
| Reception Reservoir                         | 28.75   | 28.75    |

|   | 1928    | 1929    |
|---|---------|---------|
| Consumption   | 393.59  | 402.27  |
| Estimated population  | 156,220 | 175,200 |
| Consumption per head per day                                    | 21.0    | 21.7    |
| Constant supply in all districts during December 1928 and 1929. |         |         |

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall: December 31, 1928, 71.19; December 31, 1929, 69.83.

THE  
HONG KONG  
PENINSULA HOTEL:  
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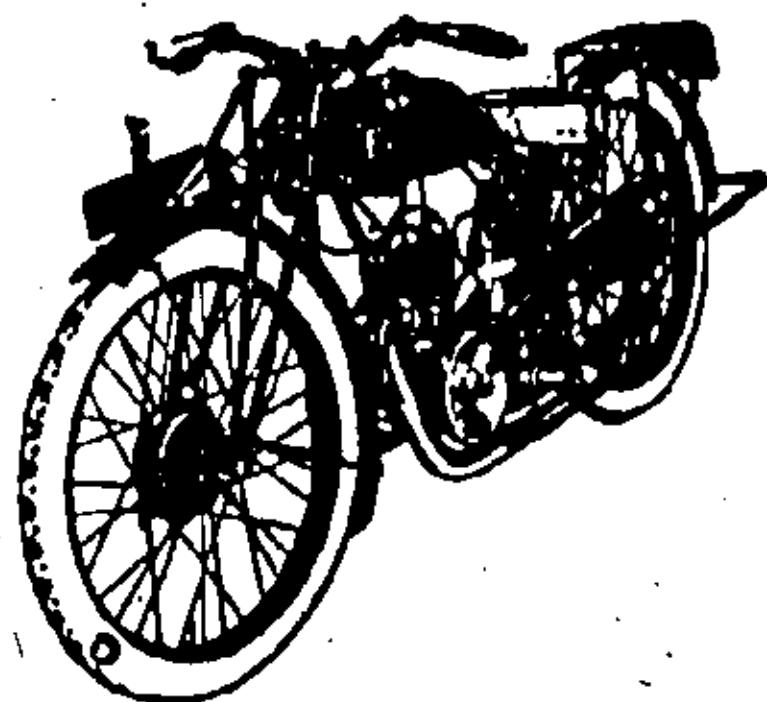
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# THE MOTORISTS' PAGE

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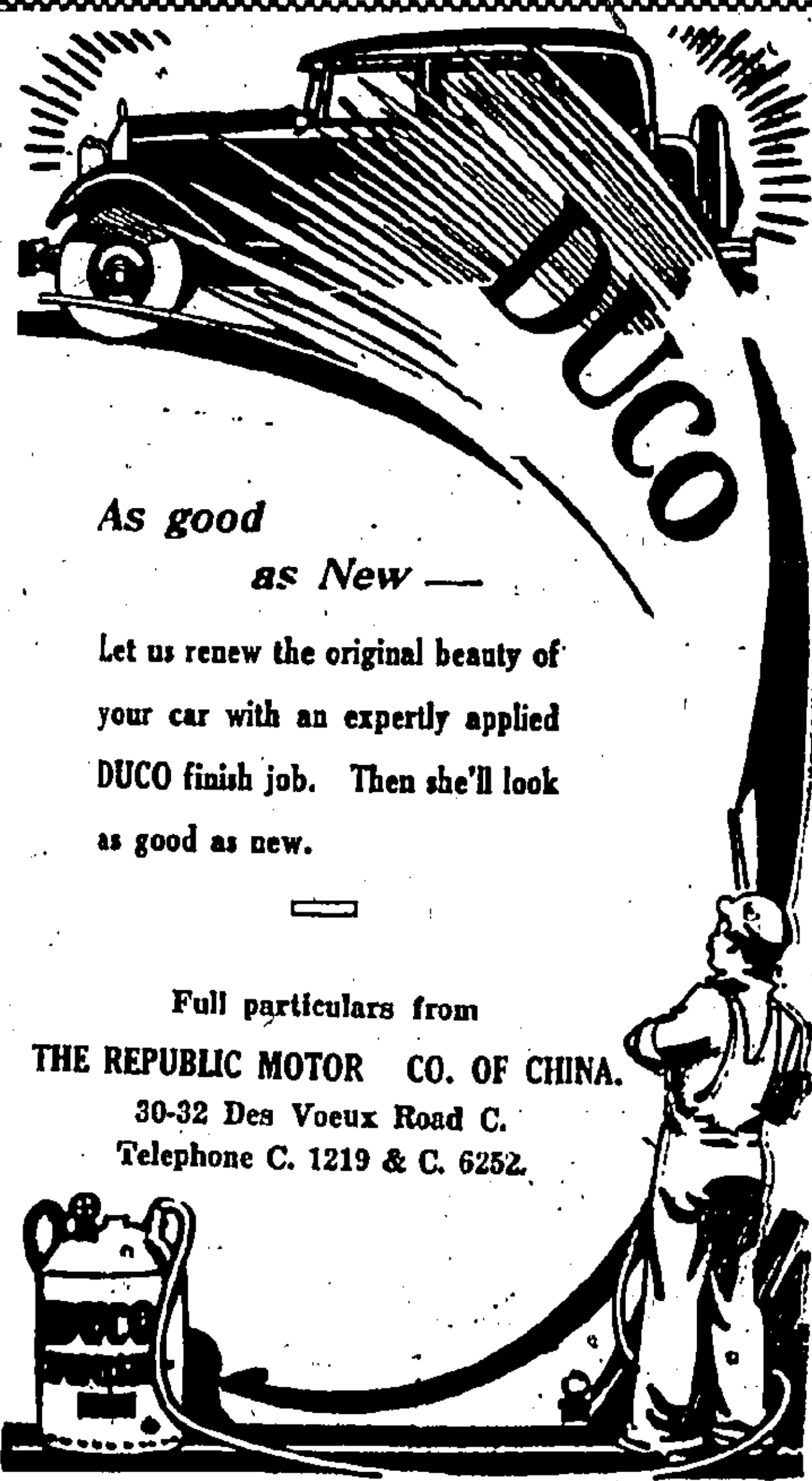
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## PARKING PROBLEMS

### Solved in America by Electricity

In our large cities of New York, Buenos Aires, Rio de Janeiro, Paris, Havana, London and other typical urban centres, the congestion resulting from motor car traffic has become a most serious problem, writes H. D. James in Westinghouse International.

The universal acceptance of the motor car as a pleasure and commercial vehicle has so crowded our city streets that movement of traffic is practically paralyzed during certain rush hours.

As a logical solution of the serious motor car parking problem on these busy city streets, the Westinghouse Electric Company has developed an unusual and unique motor car parking machine.

Entering this new type of storage garage, a motorist drives his car onto a platform, pulls a lever, obtains his check and the car is automatically whisked upward out of sight. The device immediately places another empty platform at ground level, ready for another car.

When ready to leave, the motorist pushes a button corresponding to his check, and his car is delivered to him at ground level almost immediately, without any of the ordinary vexatious garage delays.

This new motor car parking machine occupies a ground space equal to that of only a small private two-car garage. It can be built into old or new buildings for almost any capacity or can be set up on small, unoccupied lots. Several machines grouped together would constitute a large ultra-modern storage garage.

The machine consists of two endless chains passing over wheels at the top and bottom. Platforms, suspended between these chains, each provide space for one automobile. The house or section of the building occupied by the machine is unique because it has no floors. The motor car remains parked on the machine until called for.

With such equipment built into office buildings, hotels, theatres and public buildings, and constructed at convenient locations on unoccupied lots, city streets could be kept cleared of parked cars and made safer for moving traffic.

Everywhere, people constantly are giving more attention to traffic conditions, and the time is coming soon when each building must care for the motor cars of its tenants as well as for the tenants themselves. The building of parking machines into apartment houses would solve the garage problem in congested apartment house districts. The devices could be erected at frequent intervals in residential neighbourhoods, thereby saving motorists the cost of building and maintaining private garages.

A group of motor car parking machines built into a theatre or store building would permit motorists to drive from their homes directly into the theatre or store and to park their cars without exposing themselves to the weather.

By the use of the parking machines, considerable money now spent in widening streets to accommodate parked cars could be saved. By eliminating parking on the sides of streets through the use of the machines, existing streets in most cases would be wide enough to accommodate moving traffic.

An important feature of the new device is that it can be equipped to operate automatically by placing a coin in a slot, thereby doing away with the necessity for attendants.

Tram cars could be parked at strategic centres on heavier machines of similar construction, for use when wanted during rush hours. In large cities, much rush hour traffic now consists of empty tram cars en route to busy corners to pick up loads.

The "cruising" of omnibuses in search of passengers could be eliminated as machine omnibus stands could be established at frequent intervals.

According to the engineers, merchants have been the chief objectors when efforts have been made to prohibit parking on downtown streets. They explained that with the use of parking machines, motorists would be able to park their cars in shopping centres without parking in the streets, thereby eliminating previous objections. The new devices, the engineers said, would make excellent omnibus terminals.

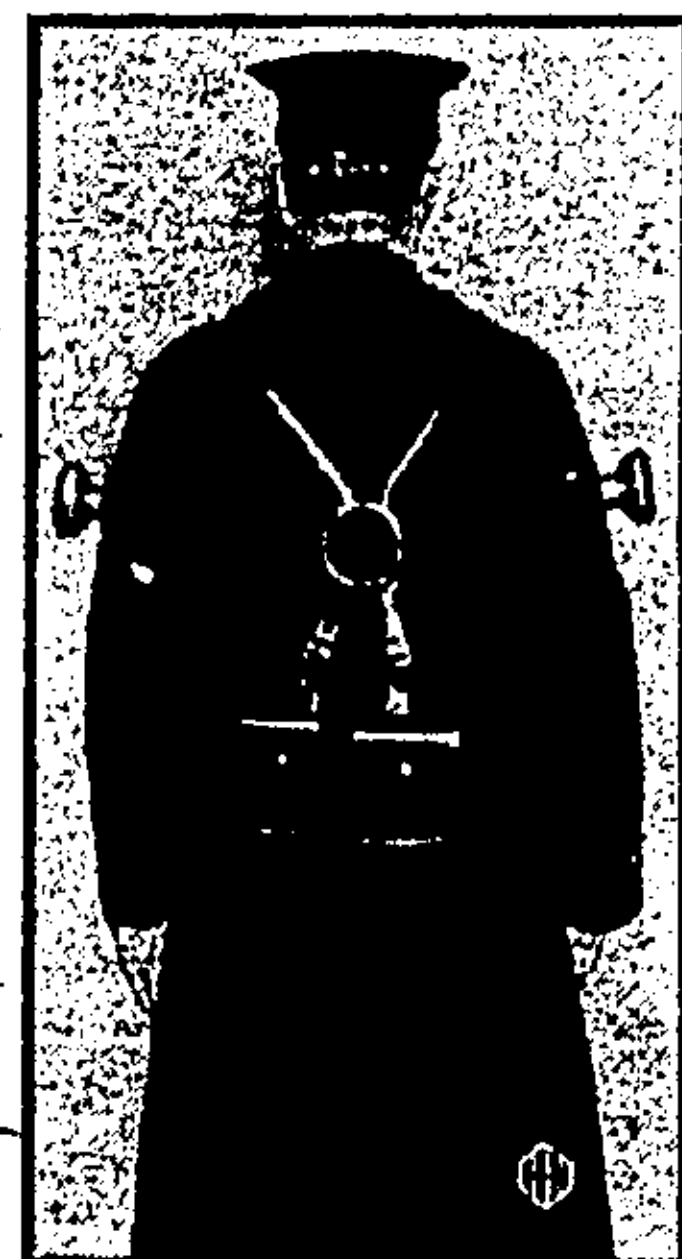
## LIGHT CARS

### Ascent of Mottarone Peak

Light car owners know that their small and handy vehicles have a decided advantage over bigger and more powerful cars when it comes to mountain climbing or explorations into inaccessible regions, but it is not often that this is so completely demonstrated as in the case of an Italian motorist owning a 9 h.p. Fiat.

Overlooking Lake Maggiore and the Lake of Orta is the beautiful peak of the Mottarone, 3,280 feet high, the summit of which can be reached only by a track railway starting from Stresa. Recently the Alpine Motor Cycle Club organized a gathering on the Mottarone, making use of the track railway. Mr. Palmiro Albarganti, however, despised such a common place mode of locomotion and, aided by three friends armed with picks and shovels, he set out for the climb at the wheel of his Fiat, taking advantage of the mule track as far as it went. At times the track was not wide enough for the car, but the pioneers made it wider. The gradient in many places was 1 in 6, but this did not prove a serious obstacle to the Fiat. The sun was hot and the navying was heavy, but the crew never allowed itself to be discouraged and finally, to the amazement of the spectators, the car came to a stop in front of the hotel crowning the peak.

Honesty obliges us to say that this was not the first time the Mottarone had been climbed by car. Twenty-seven years ago, one of the first cars built in Italy was taken to the top of the mountain. Some say that its owner carried it up, but at any rate it got there. Doubtless it, too, was a light car.



Patrolman Herman Winters, of Detroit, guiding traffic with the new electrically lighted signal belt. These are being used in lieu of semaphores in several cities. Green lights flash from the patrolman's arms and red lights from his breast. Dry cell batteries carried in a pouch supply current for the lamps.

## LEVEL-CROSSINGS

### Concern to Thoughtful Owners

"Accidents at level-crossings are not unknown in this country and the authorities might take notice of what is being done elsewhere in the matter.

"In Germany the number of accidents at railway level-crossings is becoming a source of grave concern to thoughtful motorists. It is not only at the numerous 'unguarded' crossings that danger arises, but, owing to human liability to error, accidents are by no means infrequent where barriers are worked by the railway staff.

"This state of affairs," says The Light Car and Cyclecar, "has given rise to the increasingly held opinion that, as hand-operated gates necessarily involve an element of risk and as a mechanically closing gate may itself cause an accident by striking a passing car or by imprisoning it on the permanent way at the moment of greatest danger, gates and barriers should be abolished at level-crossings and be replaced by warning signals set in motion automatically by each oncoming train."

## VAUXHALL

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## SUPREME!

### The British Motor Cycle

The 1929 Motor-Cycle Show, which opened at Olympia recently, is of particular interest in view of the almost unique position occupied by the British motor-cycle trade. In very few other industries has foreign competition been so successfully met in our home markets, and such a healthy balance of exports over imports established. In 1928, motor cycles and parts to the value of £17,238 were imported, and the export figure for the same year was £3,785,372. The corresponding figures for the first 10 months of this year are: Imports, £14,103 and exports, £3,600,464. It is probable, therefore, that the final figures for this year will be even better than those of last. Before the war, the chief competitor with the British motor-cycle industry was America, both in Britain and abroad. The gradual perfecting of the medium-size and light-weight types of machine by our manufacturers, and the steady reduction of prices, are responsible for their present ascendancy over the American machines which, until recently, were all of the large multi-cylindered type, having engines between 750 c.c. and 1,200 c.c. capacity. As it is now possible to buy machines having cylinder capacities of not more than 350 c.c., which are not onlyrollable and reasonably quiet, but are capable of speeds greatly in excess of actual requirements, the chief reason d'être of the big machine has disappeared. In just the same way as it has done in the motor-car world, the two leading American manufacturers have realised this position, and are now producing small, single-cylinder machines; no serious competition need, however, be expected from these. The decline in the United States home market, which has resulted from the enormous production of cheap cars, may also be partly responsible for the lack of effective competition from this quarter.

On The Continent. The position as regards the Continent is different; there, the

popularity of motor cycling is mainly a post-war development, and, consequently, Continental design is only now beginning to reach the same standard as British, and it is, therefore, not to be expected that their products will find a ready market in Britain. The position, however, is somewhat different from the point of view of our export trade. We have repeatedly expressed the opinion that it is only a matter of time before Continental manufacturers would make a serious effort to capture a larger share of the world's trade, and, in this connection, the figures for motor-cycle production in France are highly significant. Production in that country has increased from 25,000 in 1925 to 115,000 in 1928, the latter figure being only 5,000 less than our own output in the same year.

In addition to this, it is rumoured that one of the largest car makers in Italy is laying down plans for the continuous production of motor cycles.—Engineering.

## A BOOK ON MOTOR BOATS

Marine motoring in the past few years has advanced in popularity with great strides, and the latest edition of the Motor Boat Manual has been brought well up to date and covers all phases of the subject. It has been largely re-illustrated, extensively revised and two entirely new chapters added. These deal with a very popular form of marine motoring, namely, the use of the outboard type of engine. There are twenty chapters in the book, commencing with boat design and construction and then passing on to descriptions of typical motor craft, followed by chapters on engine equipment, principles, carburetors, ignition and lighting, lubrication, cooling, transmission, propellers, maintenance of machinery—all extensively illustrated. A series of well-known and up-to-date engines are described in detail and excellent illustrations of them shown. The Motor Boat Manual at 5s. net (post free 5s. 4d.) is remarkably fine value. The publishers are Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1.

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## LABOUR POLICY

## Aspects of New Bill Criticised

The general public will be relieved to know that the Government have decided to penalise "joy-riding." The text of the Home Secretary's Bill, recently issued, is, however, far from satisfactory; it is to be hoped that it will become law in a very different form, Barister-at-law writes in the Autocar.

For instance, under the present law a husband cannot be convicted of stealing from his wife, nor a wife from her husband, while they are living together. If, therefore, Mrs. A. being short of money, proceeds to sell her husband's car, and make use of the proceeds she can only be abused and not prosecuted by Mr. A. Under the new Bill, however, if Mrs. A., having been told by Mr. A. not to take out his car, disobeys these instructions and goes for a drive she can be sent to prison for three months or fined £50, or, if she is committed for trial, sent to prison for twelve months and fined £100.

Again, if a chauffeur takes the car out, against his master's orders, he is liable to the same penalty—and that even if Mrs. A. has coaxed him into doing so, unless he genuinely believed that Mrs. A. had equal authority with her husband to give him the order, or that Mr. A. had changed his mind and indicated the change through Mrs. A.

## Look Before You Leap!

It is necessary to be careful in the creation of a new criminal offence. There are many actions which are wrong and which can be penalised civilly, but which it is not desirable to make criminal. The object of the new Bill is to prevent motor thieves and irresponsible persons for "borrowing" vehicles which they have no sort of right to use, but, in effecting this object, the draftsman has included persons whom it is clearly undesirable to make criminals.

Another anomaly in the Bill is that, whereas, on the one hand, a chauffeur who takes out the car against orders is guilty of an offence, if, on the other hand, he goes further and lends the car to a friend, who believes he has the right to lend it, neither he nor the friend will be guilty of an offence. From the owner's point of view, however, this latter act is a much more serious breach of duty than the former, and far more likely to involve him in pecuniary loss, e.g., owing to the friend's bad driving.

The substantive words creating the offence are "every person who takes and drives away from any place any motor vehicle . . . is guilty of an offence," so that a man who pushes a car, or a man who enters it, preparatory to driving, is not guilty of an offence until he drives away. As a power of arrest without warrant is only given to a policeman after an offence has been committed, it is rather bad luck on the policeman. He will have to stand and watch preparations for an offence being made, unable to interfere until a chance is given to him to risk his neck by jumping into or in front of the now moving car.

Further, it might reasonably have been thought that quite a useful provision would have been one enabling the Court to award the whole or part of any fine inflicted to the owner of the car in order to save the expense of further civil proceedings. The private Bill presented by Sir Gervais Rentoul with the same object as the Government Bill provided for both these last two matters.

## When Consent May Be Assumed

The actual offence under the Government Bill is that of taking and driving away from any place any vehicle without the consent of the owner thereof and without other lawful authority, but it is made a defence to a charge if a defendant can prove that he acted in the belief that he had lawful authority or in the belief that the owner would, in the circumstances of the case, have given his consent if he had been asked therefor.

If a car is borrowed in an emergency such as fire, sudden illness, felony or the like, the unauthorised borrower will have a defence under the last proviso, as any reasonable person would lend his car in such circumstances.

The Bill applies to motor vehicles only, and not, as Sir Gervais Rentoul's private Bill applied, to all vehicles. No doubt joy-riding is mostly confined to motor cars and motor cycles, but there seems no reason for not giving similar protection to the owners of horses and carts or even to bicyclists.

This is a much needed Bill and it is to be hoped that it will speedily become law, but it seems equally desirable that it should be considerably amended first. In particular, a clause disqualifying persons who commit offences under the new Bill and motor thieves from holding a driving licence, and making them liable to severe penalties if they drive when disqualified, would help to keep these pests off the road.

## FORD PRODUCTS

## An All-Metal Air Transport

Sale of the first all-metal Ford air transport to a European government was announced recently by the Ford Motor Company, following the receipt of cable dispatches from Prague.

The big monoplane was purchased by Czechoslovakia, where it was demonstrated by Letty Manning, chief test pilot of the Ford Motor Company. Czechoslovakia is turning its attention to the possibilities of air transport because it has no seacoast and must rely on airways for the export of its products in its own carriers.

Sale of the Ford plane was withheld until the completion of the tour on which it was sent by the Company last summer. This tour took the transport into twenty-one different countries, on what undoubtedly was the longest demonstration trip in the history of aviation.

Reports from Europe indicate that the tour has done much to stimulate interest abroad in American aviation, inasmuch as leading aviators, aeronautical engineers and airplane manufacturers in the different countries visited, as well as high officials of the various governments, were taken for rides in the big American ship.

Manning, who piloted the plane over Europe, landed at virtually every important airport on the continent and visited a large number of airplane factories. Arrangements for his tour were made by J. Parker Van Zandt of the Ford Motor Company, who accompanied the plane over Europe.

## An Interesting Phase

One of the interesting phases of the tour was the visit of the all-metal transport to Moscow. The arrival of the plane was made the occasion of a great demonstration and a banquet attended by the leading aviation figures of the Soviet nation, including officials of the air ministry.

During its passage over Europe, the plane was not late in a single instance in reaching a city scheduled on the tour. Between August 3 and October 6, the period of time embraced within the demonstration trips, the plane was in twenty-one countries and flew over several more. It carried more than 4,000 passengers, landed at 46 airports and flew a distance of approximately 15,000 miles. The rapidity with which it covered Europe was seen from the fact that demonstrations were held in three different countries in a single day, and in seven countries in seven days.

No motor trouble was encountered on the trip.

Reports to the Ford Motor Company stated that the crew experienced bad flying weather at different points along the route, particularly over the Balkans. Constantinople was described as one of the most beautiful cities of Europe from the air.

The plane was sent for exhibition at the International Aircraft Show at Olympia Gardens, London, by the Ford Motor Company in June. It attracted much attention while displayed there, among those who entered and inspected it being the Prince of Wales and other royalty. Much interest also was aroused at the great European airports of Tempelhof, Berlin and Le Bourget, Paris.



Henry Ford is the head of what is probably the largest automobile manufacturing company in the world. His yearly payroll comes to many millions. He recently spent a veritable fortune in a monster celebration in honor of Thomas Edison. Yet this multi-millionaire wears the same shoes as his lowest paid laborers. He only pays \$4.25 for them and is and behold, like the shoes of any other ordinary person, they sometimes pinch him.

## JUDGE ON ACCIDENTS

## Twelve Miles Per Hour Thought Reckless

In the King's Bench Division recently Mr. Justice Avory stated that in cases of collisions between motor vehicles the common practice of drivers was to suggest that if their vehicles skidded it was unavoidable, and that they were personally relieved from blame. It was no exaggeration to say that 90 per cent. of the skids were caused by drivers applying their brakes suddenly when the vehicles were going too fast, and it was no excuse to say that vehicles skidded and that the accident could not be helped.

The Judge added that it was a fallacy nowadays for a driver to think that if he were only going twelve miles an hour he could not be in the wrong after an accident. In the old days of horse-drawn vehicles, if a man admitted to a speed of twelve miles an hour everybody would have said at what a reckless speed he was driving.

The Judge was summing-up in a personal injuries case to a common jury, who awarded damages of £600 to Mrs. Marie Henrietta Chamblin, of Thurlow Court, Fulham Road, Chelsea, and of £350 to Mrs. Lillian Arnall, of Joubert's Mansions, Jubilee Place, Chelsea. They were injured last January when a taxicab in which they were riding collided with a private motor-car.

## IN THE SOUDAN

## Changes Bringing Prosperity

The report of Lord Lloyd, High Commissioner, on the Finance, Administration, and Condition of the Soudan in 1928, recently published as a Blue Book, is a record of progress in many directions.

Lord Lloyd, referring to the scheme for devolving gradually to the tribal authorities such judicial and administrative functions as it is within their capacity to perform, says:—

Experience of the new native courts, which have come into existence more particularly in the northern provinces, has shown that much good work has been done, that the tribal chiefs have intelligently realised their responsibilities, and that the people are receiving justice on lines which are readily acceptable to them.

The increase in comfort and saving of time to both the Government and the commercial community was a feature of the development of roads, railways, and motor transport all over the country. Air travel, both official and private, had become an accepted part of the transport system. Landing grounds existed at all important and many smaller places in the Soudan.

Dealing with the general economic situation the report states:—

Much attention has been paid to the question of transport, and it is a comforting reflection that the completion of the new railways and the advance in motor transport are a further insurance against the risks of possible food shortage. The future can be faced with much more equanimity than was possible when the country was first threatened with scarcity four years ago.

Standard of Living  
The report also states that there is no doubt that the native standard of living is rising throughout many parts of the country, and that the native "motor-bus"—often merely a lorry carrying a confused mass of goods and passengers—has made its appearance. A seat from Wad Medani to Khartoum (110 miles) cost only 3s.

Large areas in the Soudan were rapidly becoming mechanised, while the growth of air traffic also marked a new phase.

## £340,000,000

## Colossal Expenditure On Roads

Those of our readers who have not forgotten Williams' Law will be aware of its value in keeping the mind concentrated on essential issues, and a similar rule would be very acceptable for dealing with the transport question. At the present time, it is unusual to open a newspaper without finding one or more articles dealing with this subject, but it is rare indeed that the essential issues are set out. While in no way wishing to minimise the importance of good roads as a factor in national prosperity, it is at least arguable that there has been a tendency to over-emphasis in this direction in recent years. Between 1920 and 1927, the last year for which full details are available, the total expenditure on roads has exceeded a total of £340,000,000, and it is probably only because the major portion of this cost has fallen on the rates that it has not created any appreciable disquietude.

It is impossible to reach any consensus of opinion about whether our annual expenditure on road construction and maintenance has reached the point of extravagance, but those who favour the present lavish scale can at least point to the enormous development in traffic which has accompanied the policy. Quite apart from the increase in touring cars, of which the numbers on the roads have nearly quadrupled in the past seven years, the number of motor-cycles was more than doubled in the same period, while commercial vehicles have increased from 135,000 to 305,744. It is hardly too much to say that the bulk of these increases is directly attributable to improved road facilities.

Of the figures mentioned, those referring to commercial vehicles are the most important, since they represent a large diversion of goods and passenger transport from the railways to the roads. The figures in themselves are, however, somewhat misleading, as they do not take account of a marked increase in the average load per vehicle. A traffic flow in excess of 175,000 tons per week is now common on many provincial roads, and credit is due both to the able designer and to the road constructor for the fact that these roads are standing such loads, upon the whole, without unduly rapid depreciation. — Engineering.

## FITNESS

## The Age of "Ford" Workers

The United States Department of Labour's Monthly Review states that in a recent interview, Mr. Ford declared that rumours circulated from time to time to the effect that the Ford plants are refusing to employ anyone over 40 were untrue. Under no circumstances, he said, would he have a personnel of young men only. "As a matter of fact," he went on, "we should prefer, if we could make the choice, to have all of our people between 35 and 60 years old, for then we should have a stable and experienced force. We would not care how much over 60 the men were so long as they could do their work." While a man 70 years of age could not be expected to have as great physical endurance as a man of 25, the older man, Mr. Ford held, should have something much more valuable. The employment department records indicated that the jobs requiring endurance were, in general, best performed by men 40 years of age and over. Younger workers seemed to grow weary of this kind of work rather quickly and wished to be transferred to less heavy jobs.

At the time of the interview, the Ford plants had more than 120,000 employees in and about Detroit. These workers had not been classified by age, but a short time before, when the personnel numbered about 90,000, such a classification had been made, and the age groups were. Mr. Ford believed, proportionately the same to-day. Of the 90,000 workers, 618 were under 20, 28,483 between 20 and 30, 34,230 between 30 and 40, 20,620 between 40 and 50, 5,966 between 50 and 60, 680 between 60 and 70, and 20 over 70 years. According to Mr. Ford, the employment department made no distinction as to age, fitness for the job being the only requirement. An older man was more likely to be placed on somewhat slower work than a younger man; that was about the only distinction in a Ford factory. Younger men were expected to be faster than older men, and as a rule that proved to be the case. Some of the fastest men handling certain types of light work were, however, about 50 years of age.

## DRUNKENNESS AND THE LAW

## DEFINITION WANTED: MALARIA AND WAR TROUBLES

## AN EXPLANATION

Sir Montagu Sharpe, K.C., chairman of Middlesex Sessions, referring to two alleged offences of being drunk while in charge of motor-cars, suggested that the grand jury should consider whether it would not be advisable for them to make some presentment in reference to the matter.

There was enormous motor traffic through Middlesex, he said, and the court was continually having this class of case brought before it. While the ordinary man in the street would not hesitate to say that a man was drunk, a doctor might say that the man was not more than 80 per cent. drunk. Other doctors were called for the defence to say that the accused was suffering from malaria or some war trouble.

The Chairman added that he could quite understand how difficult it must be for a petty jury to say whether a man was drunk and incapable of driving a car. He felt that the law should be altered to the effect that where a man took drugs or drink so as to render himself incapable of properly performing the duties of his office he should be deemed to be drunk.

When, at the conclusion of their duties, the grand jury returned to court, no views were expressed on the Chairman's observations.

## 110,000-K.W. TURBINE

## Constructed for the Ford Works

A steam turbine of a remarkable type is being constructed by the General Electric Co. for the power station of the River Rouge plant of the Ford Motor Co. The most striking feature of the unit is the reversion to the use of vertical shafts which, originally introduced by Curtis, were subsequently abandoned for the horizontal pattern which is more accessible and simplifies the problem of cooling the generator. In the present case, the floor-space available was very restricted, and by the vertical arrangement it has been found possible to install the whole set on a floor-space measuring 77 ft. 6 in. in length by 23 ft. in extreme breadth. The overall height above floor level will be under 21 ft., and the output more than 4 kw. per cubic foot of space occupied. The total weight of the machine will be some 900 tons.



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The above figures are those sent by the makers but, in the absence of details, seem difficult to reconcile with further data also given, according to which the high-pressure turbine and generator will be mounted directly on top of the low-pressure turbine and generator. Possibly, however, the floor level referred to above may be many feet above the base of the machine. The initial steam pressure is to be 1,200 lb. per square inch, with a total temperature of 725 deg. F. On leaving the high-pressure section, the steam will be withdrawn from the turbine and reheated to 550 deg. F. The designed vacuum is 29 in. The speed will be 1,800 r.p.m., and the generators will deliver 60-cycle current at 13,800 volts.

The air coolers will, it is stated, be integral with the generators, the heat losses in which will be utilised for feed heating. To provide the condensing water required, a tunnel 3½ miles long and 15 ft. in diameter is to be constructed between the River Rouge and the Detroit River. This will deliver some 600,000,000 U.S. gallons per 24 hours.—Engineering.

## ROAD TRAFFIC BILL

## An Objectionable Clause?

What the Motor regards as the worst feature of the Road Traffic Bill is the retention of the old reckless and dangerous driving clause practically as it appears in the old Act of 1903. In view of the greatly increased penalties for offences under the clause our contemporary

considers it to be the greatest flaw in the Bill and continues:—"A daily paper which has not shown itself favourably disposed to motorists on all occasions repeats in effect what we stated last week when it says: 'There is not at present on the Statute Book, and ought not to be, a law making it a penal offence to do a certain act under certain undefined circumstances which it is unlawful to do under other equally undefined circumstances.'"

"The clause talks of 'all the circumstances of the case,' and a driver can be fined as much as £50 if, in the opinion of a single individual—constable or private citizen—it is considered that 'traffic might reasonably have been expected to be on a road.'"

"The fact that there is a 'careless driving' clause does not affect our firm and unflinching opposition to the reckless and dangerous driving clause in relation to the new and greatly increased penalties, for we are convinced that with no speed limit motorists are likely to be convicted of dangerous driving with grave injustice."

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# The China Mail

Thursday, January 23, 1930.  
Twelfth Moon, 24th Day.

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Leaves Hong Kong 23rd Feb. Arrives New York 14th Apr.

## PACIFIC SERVICE.

via KOBE & YOKOHAMA.  
"EXION" 23rd Jan. Victoria, Vancouver & Seattle  
"TYNDAREUS" 10th Feb. Victoria, Vancouver & Seattle

## INWARD SERVICE.

"KEEMUN" Due 3rd Feb. For Shanghai, Kobe & Yokohama.  
"MENEIAUS" Due 4th Feb. For Shanghai, Kobe & Yokohama.

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## POST OFFICE NOTICE.

### RADIO NOTICES

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Individuals and firms are recommended to register their telegraphic addresses at the Office. No charge is made for this.

List of ships expected to be in wireless communication with Hong Kong to-day:—Hanyang, Hantsang, Antenor, Nagato Maru, Sungen Maru, Panama, President Taft.

### INWARD MAILS

| From   | Per                   | For                 |
|--|-----------------------|---------------------|
| Shanghai   | FRIDAY, JANUARY 24.   | Jeypore             |
| Japan and Shanghai   |                       | Hakozaki Maru       |
| Shanghai and Swatow  | SATURDAY, JANUARY 25. | Soochow.            |
| U.S.A. (San Francisco, Dec. 27, 1929), Honolulu, Japan and Shanghai                  |                       | President Adams     |
| SUNDAY, JANUARY 26.  |                       |                     |
| Europe via Negapatam (Letters only, London, December 26, 1929)                       |                       | Lyons Maru          |
| Manila   |                       | President McKinley  |
| MONDAY, JANUARY 27.  |                       |                     |
| Europe via Negapatam (Papers only, London, Dec. 26, 1929 and parcels, Dec. 19, 1929) |                       | Kashmir             |
| U.S.A. (San Francisco, Jan. 3), Honolulu, Japan and Shanghai                         |                       | President Jefferson |
| TUESDAY, JANUARY 28.   |                       |                     |
| Japan and Shanghai   |                       | Sphinx              |

### OUTWARD MAILS

| For  | Per                                      | THURSDAY, JANUARY 23. |
|--|--|-----------------------|
| Sam Shui and Wuchow  | Kong Ning                                | 4 p.m.                |
| Manila   | Iowa                                     | 4 p.m.                |
| Dairen   | Kathe                                    | 5 p.m.                |
| FRIDAY, JANUARY 24.  |  |                       |
| Haiphong   | Chusan                                   | 8.30 a.m.             |
| Holhow & Haiphong  | New Mathilde                             | 8.30 a.m.             |
| Holhow and Pakhoi  | Hanyang                                  | 10.30 a.m.            |
| Straits and Calcutta   | Kumsang                                  |                       |
|  | Parcels                                  | Jan. 24, Noon.        |
|  | Letters                                  | 1 p.m.                |
|  | Hanyang                                  | 1 p.m.                |
| Swatow, Amoy and Foochow   |  |                       |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles | Hakozaki Maru (Due Marseilles, Feb. 23.) |                       |
| K.P.O.   | G.P.O.                                   |                       |
| Registration Jan. 24, 4.30 p.m.  | Registration Jan. 25, 8.45 a.m.          |                       |
| Letters Jan. 25, 9 a.m.  | Letters Jan. 25, 9.30 a.m.               |                       |
| SATURDAY, JANUARY 25.  |  |                       |
| Straits, Ceylon, India, Mauritius, E. & S. Africa and Egypt                            | Jeypore                                  | 10.30 a.m.            |
| Manila   | President Adams                          | 5 p.m.                |
| SUNDAY, JANUARY 26.  |  |                       |
| Shanghai   | Taiwan                                   | 8.30 a.m.             |
| Swatow, Amoy and Formosa   | Hosan Maru                               | 9 a.m.                |
| Bangkok via Swatow   | Klangan                                  | 9 a.m.                |
| MONDAY, JANUARY 27.  |  |                       |
| Japan, South American Ports & "Europe via Siberia"                                     | Hakozaki Maru                            | 10.30 a.m.            |

\*Supersubscribed correspondence only.

## SOVIET PROPAGANDA IN BRITAIN

WILL NOT IMPROVE RELATIONS OF THE TWO COUNTRIES  
NO ACTION TAKEN

London, Yesterday.

In the House of Commons at question time Mr. Henderson stated that it was too early yet to form a conclusion as regards the definite effect of the British-Soviet propaganda agreement, and stated that a message from the Third International, published in a daily paper on January 1, led him to inform the Soviet Ambassador that such action was calculated to impede the improvement of British and Russian relations, which was the object of the impending negotiations. His Majesty's Government at present did not propose to take further action.—Reuter.

Social-Fascist Government

Rugby, Yesterday.

The message from the President of the Russian Third International, which appeared in the first issue of a Communist daily paper published in London on January 1, was mentioned in a statement made by Mr. Henderson in the House of Commons to-day. The message described the new paper as a new and powerful weapon in the hands of the British working class in its fight against capitalism and the "Social-Fascist" Labour Government. It said that the paper should be a rallying point "against the Labour Government of rationalisation, anti-Soviet intrigues, colonial brutalities and preparations for another Imperialist war."

Not Without Hope

Replying to a question as to whether there had been any definite improvement in respect of Soviet propaganda as the result of the recent agreement Mr. Henderson said to-day that, although the Government were not yet without hope that the agreement would result in a permanent improvement, message from the Third International had led him to inform the Soviet Ambassador that such action was calculated to impede that improvement between the two countries which impeding

## NEW ECONOMIC COUNCIL

TO REPLACE THE COMMISSION OF CIVIL RESEARCH  
PREMIER TO BE CHAIRMAN

London, Yesterday.

In the House of Commons at question time, Mr. Ramsay MacDonald said that the Govern-

## PIRATE SUPPRESSION

Drastic Steps To Be Taken By China

Canton, Yesterday.

Colonel Kam Yin-man, who interviewed the Hong Kong Government lately, relative to the suppression of pirates in Bias Bay, left Hong Kong by the gunboat Man Seng on January 18 for Swatow. After his return to Canton, it is expected that drastic steps will be taken to deal with the pirates.

Bandits in Hunan

Hankow, Yesterday.

General Ho Ying-Ching and Mayor Liu Wen-tao, proceeded to Hunan on January 20, in order to interview Chairman Ho Chien, in regard to the steps taken in the suppression of bandits in Hunan and Hupeh.—Canton News Agency.

ment had decided immediately to establish an economic advisory council under the chairmanship of himself. The council would absorb the existing Commission of Civil Research. He hoped to secure the whole time services of two experienced economists on the Council.—Reuter.

negotiations had as their object. The Government, however, did not propose to take any further action in that matter.—British Wireless Service.

## BRITAIN AND BOXER INDEMNITY

COMPLETION OF THE CANTON-HANKOW RAILWAY  
TARIFF AUTONOMY

London, Yesterday.

In the House of Commons to-day, Mr. F. S. Cocks (Lab. Broxtowe), asked the reason for the delay in settling the question of the disposal of the Boxer Indemnity. Mr. Arthur Henderson said that the Chinese Government's proposal to invest bulk funds in the completion of the Canton-Hankow Railway brought to fore questions of pre-existing agreements and obligations, which required careful consideration and delayed progress towards satisfactory arrangements in regard to the indemnity.

New proposals were now being discussed between His Majesty's Minister and the Chinese Government.

In reply to Sir Walter de Frece, Mr. Henderson said that the principles suggested in the Memorandum of December 18, 1926, as the basis of the policy of the Powers principally concerned in China had been since consistently acted upon by successive Governments in Great Britain. Mr. Henderson proceeded to enumerate the actions of Great Britain in that connection, comprising the formal recognition of China's right to tariff autonomy, and the present negotiations, at Peking in regard to extraterritoriality. He also related that steps had been taken in pursuance of His Majesty's Government's offer various concessions to China in a memorandum of January 27, 1927.—Reuter.

## MINISTER TO FINLAND

Washington, Yesterday.  
President Hoover has recommended to the Senate the appointment of Mr. Edward Everett Brodie, ex-Minister to Siam, to be Minister to Finland.—Reuter's American Service.

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